

The Hongkong Telegraph.

WEATHER FORECAST
FAIR.
Barometer 29.90

(ESTABLISHED 1881.)

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October 2nd, 1912, Temperature a.m. 75, p.m. 82; Humidity...51, 54.

October 2nd, 1911, Temperature a.m. 75, p.m. 76; Humidity...93, 92.

No. 8907

號三十月八年子壬

THURSDAY, OCTOBER 3, 1912.

三拜禮

號三十月十年亥癸

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TELEGRAMS.

THE WAR CLOUD.

SHIPS BOTTLED UP.

Reuter's
(Service to the "Telegraph.")
London, October 2.
The Porte has promised to refer the question as to Greek ships to a competent quarter. At present there are fifty ships bottled up in the Black Sea and a hundred in the Marmara Sea.

SUBRANJE CALLED.

The correspondent for Reuter at Sofia states that a Subranje has been called for October 5 to sanction the proclamation of martial law and also the expenses for mobilization.

AUSTRIA'S MOVE.

Austria with a view to increasing the prospects of peace is placing effective bodies of troops along her south-eastern borders. The French government has requested French bankers to refuse all financial assistance either to Bulgaria or Serbia. The Crown Prince of Greece has formally taken the oath as a generalissimo of the Greek forces in the presence of the premier and the Holy Synod.

MORARCHS CONFIR.

Reuter's correspondent at Vienna reports that the Emperor Francis Joseph has been visited by the King of Greece, who was hurrying through Vienna to Athens from Copenhagen. The monarchs were in conference for three quarters of an hour.

ULTIMATUM REJECTED.

The Turkish Cabinet has rejected the Serbian ultimatum of the 1st instant, and has ordered a mobilisation of practically the whole army. It has been decided to commandeer all Greek vessels in Turkish waters for use as transports.

Despite the war preparations, no communication from four Balkan States has yet reached Constantinople, and official circles in Vienna and other capitals continue optimistic.

POWERS ACTIVE.

It is apparent that the Powers are moving in a most active manner. The British, French and Russian representatives at Sofia, Belgrade, Athens and Cetinje on the 30th ultimo and the 1st inst. made representations with a view to peace.

BELOVEDIANS REVOLT.

Reuter's correspondent at Belgrade wires that the Serb inhabitants of Uskub, Kumanovo and other districts have revolted. They attacked the Turks with axes, picks and hayforks. Trains packed with troops were leaving Belgrade all day yesterday. Enthusiastic crowds filled the streets.

PRESSURE ON SOFIA.

It is stated in Vienna that Austria and Russia will exercise strong pressure on Sofia in view of the Bulgarian demobilisation.

MOMENT FOR INTERVENTION

A semi-official article published in Sofia declares that this is the moment for the effective intervention of the Powers for securing the real autonomy of Macedonia while safeguarding the sovereignty of the Sultan.

BULGARIA SEEKS A LOAN.

It appears that Bulgaria has tried to raise a loan in Paris, asking first twenty, then fifteen, then ten, and then five million francs, which the French banks, on the advice of the Government, refused. The dangerous point is considered to be the irritation of the population concerned.

TELEGRAMS.

THE WAR CLOUD.

CRETE JOINS GREECE.

Reuter's
(Service to the "Telegraph.")
London, October 2.
The Ottoman Government, despite the warning of the foreign Consuls, has decided to join Greece.

TROUBLESOME NEIGHBOURS.

The anger of the population at Constantinople is growing and the opinion has been expressed that it is time to finish with troublesome neighbours once and for all.

ROUMANIA'S ATTITUDE.

Hitherto there has been no indication of the attitude of Roumania, but the visit of the Roumanian Ministers to the Porte yesterday is regarded as most significant.

ANGLO-RUSSIAN ACCORD.

Reuter has been officially informed that in the conversations M. Sazonoff and Sir Edward Grey both found themselves in complete accord, desiring to work in peace and to co-operate in any diplomatic action favourable thereto.

No new political agreement affecting Persia was discussed, and neither Power desires a partition of that country. Both are carefully considering how best to assist in strengthening the Persian government so as to enable it to reestablish order, secure the safety of the trade routes, and expedite the withdrawal of foreign troops.

AVIATOR ENGAGED.

It is announced that Bulgaria has engaged a prominent English aviator, that similar commissions have been arranged.

FEELING IN INDIA.

London, October 2.
Reuter's correspondent at Calcutta states that prayers are being offered on Friday from every mosque in India for the Sultan of Turkey. There is talk in the bazaars of boycotting Greek goods.

GREAT DEMONSTRATION.

London, October 2.
Reuter's correspondent at Cetinje states that a great war demonstration was held yesterday evening, when the King and the Crown Prince were greeted with ovations.

The King exhorted the people to be patient, pointing out that mobilisation did not necessarily mean war. It was the duty of all patriots to obey the King and the military authorities.

GREEK PROTEST.

London, October 3.
Reuter's correspondent at Constantinople states that orders have been given for general mobilisation. The Greek minister has protested to the Porte against the seizure of Greek ships.

GREEKS PURCHASE DESTROYERS.

London, October 3.
The Argentine government has consented to the sale of four destroyers in England and the Greek flag has been hoisted thereon.

OBITUARY.

FAMOUS COMPOSER DEAD.

London, October 2.

Mr. Francis Alltison, the musical composer, is dead. The death is announced of Viscount Mountgarret.

Mr. Francis Alltison was born in London and studied at the Guildhall School of Music. He was the author of many works including settings of poems by Hope and Tennyson.

TELEGRAMS.

HOME RACING.

JOCKEY CLUB STAKES.

Reuter's
(Service to the "Telegraph.")
London, October 2.
The weights and probable starters in the race for the Jockey Club Stakes are as follow:—
Prince Palatine (O'Neill) 10st 7lbs.
Stedfast (Wootton) 9st 8lbs.
La Bohème II (Bellhouse) 9st 8lbs.
Cattmint (Maher) 8st 13lbs.
Absolute (Earl) 8st 13lbs.
Old England II. (Higgs) 8st 10lbs.
Slesia and Adamite are still without jockeys.

TELEGRAMS.

WHOSE OPIUM?

Application of the Award for opium Found on Yuen Sang.

The hearing of the application for the award of the opium found on the s.s. Yuen Sang was gone into by Mr. E. A. Irving.
Mr. Hodgson, the Assistant Crown Solicitor, opposed the application of Mr. Shenton, on behalf of the Opium Farmer.

The salesman for the opium farmer said he was aware that 5000 tael of opium were seized on the Yuen Sang from Manila. He did not export that opium. He saw the books of the opium farmer and they had not at any one time sold as much as that to Manila, but to Mexico and in that case they got the report permit.

Mr. Hodgson:—He meant time. The most they had sold in five tael time, apart from Mexico, in one month was 3,000 tael. All those opium tins could have the mark Lai Yuen on them if the parties wished it. They had sold great quantities of opium with that mark on. He could not say if they sold 10,000 tael within three months. They might have sold 12,000 tael. They had sold lot at one time for export to Mexico; over 10,000 tael, but not this year. He believed it went to Mexico because it was ordered for there, remembered 2,050 tael going in a sampan to be shipped to Mexico. A man bought it and got it from their factory at Wanchai. He gave him a delivery order and a permit with instructions to take it from the factory to the central office. That opium was then to be sent to Yau-mat and stored there until an opportunity was given to ship it to Mexico. Before the opium got to the Central Office it was seized in a sampan by the police. He saw the cases of opium in the Court and said the opium was the opium farmer's opium. He was still prepared to say it was opium farmer's opium with the Lai Yuen mark on it. The second tin (produced) looked like the opium farmer's and bore the mark. The same mark was used in Macao. He would not say it was the opium farmer's. He remembered when he last gave evidence he said he had sold a great deal of Lai Yuen opium for consumption in the Colony. He had also sold a lot of opium marked Fook Lung for consumption in the Colony.

In answer to Mr. Shenton witness there were three marks. All the three marks had been used since there was an opium farm in the Colony. He knew the opium seized in the sampan was his because they had his permit and he had sold it. It was seized on the same day as it was sold. That was how he recognized it. It was returned by Mr. Melbourne to the owners.

Mr. Irving:—Do you mean the Macao opium farmer uses identical labels to those of the Lai Yuen and Fook Lung terms?—The same labels, you cannot dispute.

Mr. Shenton:—I am afraid he must give his argument for that. Mr. Hodgson:—The last witness told us that enormous quantities of opium had been sold and a certificate is given for all this opium has gone. The onus is on my friend to prove it is not Opium Farmer's opium.

Mr. Irving:—Is it your contention that your did not know that it is Opium Farmer's opium? Mr. Shenton:—We do not know. We are entitled under section 77.

Mr. Hodgson:—That is in a case of "concealing opium" and there is a great difference. Mr. Shenton:—Whether it is our opium or not we are entitled to it under section 76.

TELEGRAMS.

TIBET.

MISSION NOT DISCUSSED.

Reuter's
(Service to the "Telegraph.")
London, October 2.
As regards the report that Great Britain intended to despatch an explanatory mission to Tibet, Reuter learns that the question of the mission was not discussed during the conversations with M. Sazonoff, Mr. Edward Grey and Lord Cromer at Balnoral.

Tibet was only dealt with in very general terms, and no change whatever has been effected in the policy established by the Anglo-Russian agreement.

Mr. Hodgson (through his worship):—I take it that with all this opium sold for consumption in the Colony he has given a certificate.

Witness:—Yes.
Mr. Shenton:—It is only necessary to appear on the manifest.

Mr. Hodgson:—But it did not appear on the manifest.

Mr. Shenton:—He is only entitled to draw 900 chests in any complete year.

Mr. Hodgson:—I submit that under section 76 my friend has not proved his case. He has got to prove there has been no certificate issued in respect to this opium and he has not done so.

Mr. Shenton:—My friend has done that all right. He asked the witness if, with the opium sold locally, a certificate was granted and he answered yes.

Mr. Hodgson:—No, a permit. You must prove that there was no certificate issued in respect to this opium.

Mr. Shenton:—We should not have been before you Worship if the certificate had been granted.

Mr. Hodgson:—I don't know.

Mr. Shenton:—Mr. Hutchison would not come up here if a certificate has been issued. I will put Mr. Hutchison in the box if your Worship likes (laughter).

Mr. Hodgson:—I submit my friend has not made out his case.

Mr. Shenton:—I will put Mr. Hodgson into the box and he will prove that as far as he knows, the opium put on board the Yuen Sang was not covered by a certificate and that the Opium Farmer was not privy to the opium being put on board the ship.

Mr. Hodgson:—Then went into the box and said that he was the Chief Excise Officer for the Opium Farmer. He bore out Mr. Shenton's contention.

Mr. Hodgson:—Do you know what the average sales per month have been for the last six months? Mr. Hodgson:—No.

Mr. Hodgson:—We have had it from the last witness that a great quantity has been sold: do you know where this opium has gone? Mr. Hodgson:—No.

Mr. Hodgson:—You don't know where it has gone to? Mr. Hodgson:—No.

Mr. Hodgson:—I still submit that my friend has not made out his case.

Mr. Shenton:—I am afraid he must give his argument for that.

Mr. Hodgson:—The last witness told us that enormous quantities of opium had been sold and a certificate is given for all this opium has gone. The onus is on my friend to prove it is not Opium Farmer's opium.

Mr. Irving:—Is it your contention that your did not know that it is Opium Farmer's opium?

Mr. Shenton:—We do not know. We are entitled under section 77.

Mr. Hodgson:—That is in a case of "concealing opium" and there is a great difference.

Mr. Shenton:—Whether it is our opium or not we are entitled to it under section 76.

SPECIAL CABLES.

CONSUL'S VISIT.

DEMONSTRATION IN FORCE.

(Our Own Correspondent.)
Shanghai, October 2.
Mr. E. H. Fraser, consul-general at Hankow, acting under instructions from the Government, left Shanghai yesterday for Anking, on board the cruiser Flora. He is to enquire into the circumstances of the burning of seven chests of Malwa opium which were seized by policemen from a bulk belonging to the China Merchants Steam Navigation Company at Anking on September 16. The visit is considered to be a demonstration in force without reference to the Peking Government which has already shown its inability to exercise control over the provinces.

TELEGRAMS.

INSURANCE BILL.

DOCTORS' PLEA.

Reuter's
(Service to the "Telegraph.")
London, October 2.
Replying to a medical deputation which submitted grounds for additional financial provision for doctors under the Insurance Act, Mr. Lloyd George said that the considerations advanced would receive the Government's careful attention. He would confer with his colleagues at the earliest and hoped to announce the decision in a fortnight.

TELEGRAMS.

FAMOUS MOTORIST.

KILLED DURING PRACTICE.

London, October 2.
Reuter's correspondent at Milwaukee wires that the famous racing motorist Mr. Bruce Brown was killed while practising for the Vanderbilt Cup. While travelling a course at 80 miles an hour he dashed into a fence, and his car was overturned.

Mr. Irving:—I cannot give a decision to-day in any case. Do you wish to say anything further? Mr. Hodgson:—I am prepared if your Worship calls upon me, but I contend that my friend has not made out his case according to the Ordinance and there is no necessity to do so. He has not made out his case under section 76. He has to prove in other words that this is opium which is not covered by a certificate under sections 38.

You must read in that Ordinance in other words "Opium Farmer's opium." My submission is that he has got to prove it. Of course your Worship must hear in mind that handing this opium over to the Opium Farmer is entirely a matter of your Worship's discretion.

Mr. Irving:—Yes that is another point. It is judicial.

Mr. Shenton:—Yes judicial essentially. The first point of my friend that I have to reply to is as regards the Opium Farmer's opium. It is clearly stated in section 68 that any opium taken out to ships must be included in the ship's manifest over a certain quantity, and any opium included on the manifest over that amount means that an offence has been committed under section 76, whether Opium Farmer's opium not.

Mr. Hodgson:—The section is 77. Mr. Shenton:—I am quite prepared to meet my friend's case under either section 76 or 77. I will go on either if he will fix his section.

(Continued on Page 10.)

TELEGRAMS.

HOME RULE.

FAIR PLAY FOR ALL.

Reuter's
(Service to the "Telegraph.")
London, October 2.
Reuter's correspondent at Boston reports that Mr. William Redmond addressed a meeting of thousands of Irish Americans at Tremont Temple. He chiefly criticised the opponents of Home Rule and affirmed that it was an insult to say that the Nationalists intended to establish a system of persecution over those of another faith.

He assured them that there would be fairplay for all, Catholics and Protestants alike.

"PREACHING ANARCHY."

London, October 2.
Sir Edward Carson, addressing a meeting of 3,000 at Glasgow, said that Sir Rufus Isaacs on the 1st instant lectured him for preaching anarchy. He was unaware that he had done so, but he was prepared if he failed to take the consequences.

SURPRISE DIVISIONS.

The Government whip requests the attendance of members of the House of Commons throughout the sitting from the 7th instant with a view to the possibility of sudden and most important divisions.

Mr. John Redmond, in a whip to the Nationalists, says they must attend every hour of the session, as there will be ceaseless attempts to take surprise divisions and continuous obstruction to defeat the Government and destroy Home Rule.

REPORTED PLEDGE.

London, October 2.
Mr. E. Pike Pease speaking at Ireland, that the King has received a pledge that Home Rule will be submitted to the people before it becomes law.

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

Montenegro has ordered the mobilisation of her troops.

It is announced that Bulgaria has engaged a prominent English aviator.

Prince Palatine, with 10 st 7 lbs, is top weight for the Jockey Club Stakes.

The Serbs of Uskub and other districts have revolted and are attacking the Turks.

Austria and Russia will exercise pressure on Sofia in view of Bulgarian demobilisation.

Russia is making urgent representations to Sofia and Belgrade with a view to establishing peace.

Constantinople people are growing angrier: they say that it is time to finish with troublesome neighbours.

The Chief of the General Staff at Constantinople states that the mobilisation of the Turks is decided upon.

The Government whip urges members of the Commons to attend on the 7th in view of sudden and important divisions.

Official circles in the capitals are still optimistic, no communication from the Balkan States having yet reached Constantinople.

The visit of the Roumanian ministers to the Porte is regarded as ominous, though Roumania has not yet declared her attitude.

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

Enthusiastic crowds cheered the packed trains leaving Belgrade yesterday.

The British, French and Russian representatives at Sofia, Belgrade, Athens and Cetinje are seeking to bring about peace.

Prayers for the Sultan are to be offered on Friday from every mosque in India. There is talk in the bazaars of boycotting Greek goods.

The Powers are in accord to prevent an outbreak and their Constantinople representatives are urging upon the Turks the necessity of reforms.

Military trains have been proceeding to the Serbian frontier all night and business is suspended. The military have commandeered private motor cars.

The Paris banks have refused Bulgaria's application for loans, on the advice of the French Government, Crete is joining Greece despite all Consular warning.

The Turkish Cabinet, rejecting Servin's ultimatum, has detained the war material and will commandeer all Greek vessels in Turkish waters for use as transports.

Mr. Pike Pease M.P., says that he has been told on high authority that the King has received a pledge that Home Rule will be submitted to the people before it becomes law.

A semi-official Bulgarian publication for Macedonia, at the same time safe guarding the Sultan's sovereignty.

M. Sazonoff and Sir E. Grey both desire to co-operate for peace measures. No new agreement as to Persia was discussed. Neither Power desires any partition of that country but both wish to assist the Persian Government in establishing order.

The simultaneous mobilising in Bulgaria, Serbia and Greece is regarded as indicating the near approach of the crisis. The mobilisation in Athens is greeted with enthusiasm. It is understood that the agreement between the Balkan States aims at forcing Turkey to grant an autonomous regime, with a responsible Governor, to Macedonia.

LOCAL.

Judgment in the Fire Insurance claim was given yesterday for the defendant.

There were nineteen entrants for the Harbour swim last night, which was won rather easily by Br. Nutty R.G.A.

A man who had been banished three times, and once so recently as August 9 last, was sent to jail this morning for twelve months.

The annual meeting of the Hongkong Football Club was held last night as was also that of the second Division of the Football League.

A man was charged before Mr. E. A. Irving this morning with loitering in Connaught Road Central, with a felonious intent. He was remanded on bail of \$50.

A sentence of three months with hard labour, was passed on a man charged before Mr. E. A. Irving, at the Police Court, this morning, with stealing a jacket and an opium pipe from a woman at West Point.

Notices



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FINEST OLD SCHIEDAM

\$14.00 per Case of 12 Quarts

INCLUDING DUTY.

**SAMPLE BOTTLES FREE
LIQUEUR GLASSES**

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KUMQUATS

CHOW CHOW

FINEST PRESERVED GINGER

can be delivered to any part of the world.

FOR PRICES, APPLY

CHINA EXPRESS CO.

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Duddell Street.

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**BIJOU SCENIC
THEATRE.**

(Flower Street)

TO-NIGHT, 9.15 p.m. TO-NIGHT.

Grand Special Comic New

PICTURES

by your old Friends

MAX LINDER,

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Also

The Charming New Artists

MISS ADA ROWLEY

(Balladist)

MISS GLADYS SPENCER

(Soubrette)

Popular Prices.

R.H.S.

Theatre Royal

ONE NIGHT ONLY

TUESDAY, October 8th 1912,

at 9.15 p.m.

The

MAC WATERS

MALE QUARTETTE

OF BOSTON.

Booking at Messrs. Montrose & Co.

Prices of admission, \$3, \$2, \$1.

Hongkong, 29th Sept. 1912. 701

Notices

SPECIAL SALE OF WORK

IN AID OF

**The Orphans and the Home
for the Destitute.**

The Superiores and Sisters of the
Italian Convent have the honour to
announce that their

Annual Sale of Needlework,

comprising Ladies' and Children's
dresses, embroideries, table covers,
handkerchiefs and a variety of articles
suitable for presents, will be held at the
Convent on the

1st, 2nd, 3rd, 4th and 5th
October, commencing each day at
10 A.M.

A Special Feature of this year's Sale
will be a Children's Stall on which will
be displayed a fine assortment of Sweets
and Chocolates specially selected from
the Manufacturers in Switzerland. This
Stall is certain to delight the little ones.
Charming little packets of confectionery
can be had for five cents each. Besides
these, there will also be a large range of
bonbons all done up in fancy and dainty
boxes of attractive design. Every one
of these boxes is moderately priced.

The Superiores and Sisters beg to
solicit the patronage of a generous
community to aid the work of providing
for the maintenance of the large number
of Orphans at the Convent and its out-
lying branches.

ITALIAN CONVENT,

29, Colina Road.

Hongkong, 30th Sept. 1912. [444]

Shipping

**BRITISH INDIA S. N.
CO., LTD.**

**NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN
Kobe, HONGKONG AND RANGOON.**

EASTWARD.

The S.S. "FULTALA," 4,151 tons, Captain Tallent, will be de-
parted for YOKOHAMA and KOBÉ on the 15th October, at Noon, to
be followed on the 25th October by S.S. "ITOLA," Captain Tacker, taking
Cargo and Passengers at current rates.

WESTWARD.

The S.S. "OBEARA," 5,241 tons, Capt. A. J. Evans, will leave Hong-
kong for SINGAPORE, PENANG and RANGOON on the 4th October, at
Noon, followed by S.S. "FULTALA," 4,151 tons, Captain H. W. Tallent,
on the 5th November, at Noon, taking cargo at current rates.

The "Fultala," has excellent saloon accommodation for passengers and is
fitted with all modern conveniences.
For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,
Telephone No. 215,
Hongkong, 2nd October, 1912. [147]

Notices

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LTD., LEEDS.**

Specialists in the Manufacture of RAILWAY ROLLING STOCK
of every description.

Pioneers in the Design and Manufacture of
**PRESSED STEEL UNDERFRAMES and BOGIES and ALL-
STEEL RAILWAY WAGONS.**

The Undersigned have been appointed Sole Agents in
Hongkong and China.

**THE TAIKOO DOCKYARD & ENGINEERING CO.,
OF HONGKONG, LTD.**

Agents,
BUTTERFIELD & SWIRE.
Hongkong, 23rd September, 1911. [42]

Hotels.

HONGKONG HOTEL
A LA CARTE GRILL ROOM.

Hongkong, 20th April, 1911.

J. H. JAGGART,
Manager. [25]

GRAND HOTEL.

NOTED FOR THE BEST FOOD, ACCOMMODATION, CLEAN-
LINESS AND EUROPEAN SUPERVISION.

Tel. 107.
F. REICHMANN, Proprietor.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel, Recently renovated, and under
entirely New Management. Large and Comfortable Rooms, Excellent
Cuisine under the supervision of an Experienced FRENCH CHEF, and
separate Tables, Hot and Cold Baths, Electric Light throughout. Terms
moderate, First Class accommodation for Families and Tourists.
For particulars and rates apply to
Telephone, 170. Telegrams "Astor." PROPRIETORS. [21]

**OPEN AIR SKATING RINK
at
BELLE VIEW HOTEL**

Telephone No. 907.

Sessions: 10 A.M. to 12 Noon. 2 P.M. to 4 P.M. Admission 25 cents
5 P.M. to 8 P.M. 9 P.M. to 11 P.M. Admission 50 cents.
String Band will play at the above Hotel every Sunday, commencing from
4 p.m. to 10 p.m.

W. GALLAGHER, Manager. [25]

**KING EDWARD
HOTEL.**

A FIRST CLASS HOTEL.
Under European Management.

Electric Light and Lifts.

Latest Improvements.

Reasonable Rates.

Telephone 375.

H. HAYNES,

Manager.

Hongkong, 1st Aug. 1912. [55]

**THE TAIWAN
RAILWAY
HOTEL.**

TAIPEH, FORMOSA.

Under the Direct Management of the
Taiwan Railway Dept.

**EXCELLENT CUISINE AND
GOOD SERVICE. RATES
6 YEN AND UP.**

Uniformed hotel porter meets all
trains and steamers. Luggage are
ranged for without any trouble to
guests.

Hongkong, 1st Feb. 1912. [139]

**GREEN ISLAND CEMENT
COMPANY, LIMITED.**

PORTLAND CEMENT

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHENWAY, TOMES & CO.,

General Managers.

Hongkong, 1st Aug. 1912. [25]

THE FAMINE IN CHINA.

EIGHT FAMINE DISTRICTS with an
area of 80,000 square miles,
two and a half million people
facing starvation.

**PLEASE SEND YOUR CONTRI-
BUTION TO-DAY.**

IT WILL HELP TO SAVE LIFE.
Treasurer, H. C. GILLMAN, Esq.,
Manager, International Banking Cor-
poration, Shanghai.

Hongkong, 30th Sept. 1912. [11]

Notice

**GUINNESS' STOUT,
THE WELL-KNOWN
"HORSEHEAD"
BRAND.**

Sole Agents,

**CALDBECK
MAGGREGOR & CO.**

HONGKONG, SHANGHAI, SINGAPORE, TIENSIN

and KUALA LUMPUR.

Hongkong, 25th January, 1912

46

DRAGON CYCLE DEPOT

The LAST WORD in Motor Cars "THE OVER-
LAND," America's Best, a THOROUGHLY HIGH
CLASS, well finished car, at a moderate price.

Sole Agent

DRAGON CYCLE DEPOT.

VICTORIA THEATRE.

RE-OPENING NIGHT

OF THE

FAMOUS ARTISTS

AND

UNPARALLELED DANCERS

VERNE and SMITH.

Magnificent New Pictures

Just Arrived.

Hongkong, 30th Sept., 1912. [562]

**WM. POWELL,
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TELEPHONE 346.

**NEW
GRETONNS,
ART LINENS,
CASEMENT
CLOTHS,
BOLTON
SHEETINGS,**

AND

MANY NOVELTIES

IN

SOFT

FURNISHING

FABRICS.

SEND FOR PATTERNS.

William Powell,

Limited

FOR SALE

BOX'S EXCHANGE TABLES

1/8 To 1/10

APPLY

"HONGKONG

TELEGRAPH.

OUR
CONTEMPORARIES.

South China Morning Post.

Hongkong Wireless.
The resolution to be moved by
the Hon. Mr. H. E. Pollock at to-
day's meeting of the Legislative
Council serves to bring before
the public once more the crying
need for the establishment of a
wireless station in Hongkong.
For some years this colony has
patiently bided the convenience
of the Imperial authorities in re-
gard to this important matter.
Hopes have been raised, dashed
to the ground and raised again
only to be finally crushed by the
information that the erection of
the long promised Imperial station
is to be "postponed to a later
date." In other words the pro-
spect of the Imperial Government
adding a Hongkong link to the
Empire chain of communications
is a remote as ever. It appears to
us that in this matter the Home
Government has bitten off more
than it can chew and that when
the Marconi contract comes up for
ratification, as it must do shortly
after Parliament meets, it will
become the subject of much
unpleasant criticism.

Daily Press.

The Balkan Situation.

Extremely grave as the situa-
tion in the Balkans appears from
the latest telegrams, we question
whether the war, if it does break
out, will shake Europe to its
foundations. All the European
Powers appear to be in agree-
ment, and that being so we may
safely conclude that an outbreak
in the Balkans will do nothing to
disturb the balance of power in
Europe. The Powers will do their
utmost to influence a peaceful
solution of the problem, and in
the event of failure they have
evidently agreed that the territorial
integrity of Turkey shall be
maintained. There is nothing
more than a whisper of this at
present, but Turkey is shrewd
enough to understand that, so far
as the other Powers are concerned,
no other solution is possible, and
this consideration possibly ac-
counts for the stiff-necked attitude
Turkey has adopted towards the
suggestions made by the Balkan

China Mail.

London Tubes.

The direct linking up of the
tube lines with the great terminal
is an important aid towards such
facilities, says "Engineering,"
and the Central London Railway
is to be congratulated on the
direct access which it now pos-
sesses to a new source of large
traffic. On the other hand, the
Great Eastern Railway, is likely
to benefit by the extension, and
that those who control it are
realistic to this very evident by
the fact that no way-leaves or fees
have been charged to the Central
London Company for entry into
Liverpool-street. The interest
of the extension lies mainly in its
relation to questions of traffic
handling and development, as on
its engineering side it does little
more than repeat the features
already well known in connection
with the old part of the railway
and with other lines.

**SOCIETY OF AMERICAN
FLORISTS.**

King George as an Exhibitor.

King George V will enter ex-
hibits at the third international
flower show of the Society of
American Florists and Ornamental
Horticulturists, at the new Grand
Central Palace, April 5 to 12
1913. It will be the first time
that the product of the King's
conservatories have been placed
in competition outside of Great
Britain. R. F. Felton, the King's
florist, will have charge of the
exhibit.

King George, who is very much
interested in horticulture, formally
opened the recent Royal inter-
national Horticultural Exhibition
in London, and took a number of
prizes, with carnations, orchids,
and other plants. His collection
of orchids, mostly hybrids, showed
extreme cultivation. The King
gave a magnificent trophy for the
most meritorious exhibit.

During the show, Felton will
deliver a series of lectures on the
arrangement of articles, presenta-
tion, bouquets, wedding decora-
tions, and the grouping of flowers
and plants at court, functions,
and will illustrate his remarks
by King George, who won the
King's cup for orchids in London,
will be another exhibit.

FOR SALE

Old China Curios.

A fine lot of China Vases:

1. A large blue and white (Ming Dynasty)

(about 14 inches high)

2. A large blue and white (Ming Dynasty)

(about 14 inches high)

3. A large blue and white (Ming Dynasty)

(about 14 inches high)

4. A large blue and white (Ming Dynasty)

(about 14 inches high)

5. A large blue and white (Ming Dynasty)

(about 14 inches high)

6. A large blue and white (Ming Dynasty)

(about 14 inches high)

7. A large blue and white (Ming Dynasty)

(about 14 inches high)

8. A large blue and white (Ming Dynasty)

(about 14 inches high)

9. A large blue and white (Ming Dynasty)

(about 14 inches high)

GENERAL NEWS.

Japanese Gift to the U. S.

San Francisco, August 22.—Japan's building at the Panama Pacific Exposition will cost \$1,000,000. It will occupy four acres with its grounds, and will be a permanent gift to the people of the United States, it was learned today.

Gambling to be Abolished in the F. M. S.

The "Malay Mail" is informed officially that Government has decided to prohibit gambling in the F. M. S. from January the first. The decision will be widely notified.

British Soldier in the North.

A Chinese paper has the following:—The English have enlisted a few hundred natives and mountaineers for the purpose of building extensive roads in Pien Ma. Evidently the English Government is not inclined to withdraw its soldiers in the immediate future.

Yuan's Secret Service.

In order to keep the Central Government well informed as to the various movements in Mongolia, Tibet, and other important places in the country, President Yuan has a secret service of nearly one hundred persons. They are liberally paid from the appropriation for the President's Office.

Yan Tung Daily News.

The late Captain Brumund. The "Hankow Daily News" announces the death of Captain J. Brumund, which took place on September 24. Captain Brumund was well-known all over China formerly, having been in the China coast service and during the last ten years as hulk-keeper of the Hamburg-America Line at the different ports of the Yangtze.

Ceylon Editor's Marriage.

The marriage of Mr. Ronald H. Ferguson, Editor, "Ceylon Observer," elder son of Mr. J. Ferguson, O.M.G., and the late Mrs. Ferguson, to Margaret Edith, elder daughter of Mr. and Mrs. O. H. Fisher, formerly of Tenby and Parkstone, and now of Torquay, took place on September 10, at St. Paul's Church, Streatham.

Circumventing the Customs House.

The United States Customs Laws have been circumvented by Mr. C. Caland, a Turkish artist, who has just taken forty-nine pictures into the country for exhibition. The law places a high duty on finished paintings by foreign artists, but Mr. Caland left one corner of each picture unfinished, and completed the forty-nine corners after the pictures were past the Customs.

Commemorative Chinese Post Stamps.

The Minister of Communications has decided upon two kinds of postage stamps to commemorate the inception of the Republic. The first series with Dr. Sun's portrait should be known as the Revolutionary Stamp, and the second, with President Yuan's likeness, as the Republican Stamp. According to the "Peking Daily News," January 1st, 1913, has been the day fixed for their issue to the public.

Jews in Trouble at Singapore.

A Russian Jew, named Sawadsky Nutie, one of the four men charged at Singapore with living on the proceeds of bad living, appeared before E. L. Talma, second magistrate, on September 27, and was on the request of Detective Inspector Taylor remanded for one week. The "Straits Times" says that there are banishment warrants against the accused and these will be put into execution on the completion of certain investigations.

Boy's Strange Eyes.

A two-year-old boy, named John Dugan, is puzzling the physicians of Philadelphia, U.S.A. Mirrored in his eyes are two distinct letters of typographical design, each a quarter of an inch high. They are initials of the name decided upon by the boy's parents before he was born. In the middle of John's right eye, as if tattooed in the iris by the hand of a master surgeon, is the print of the type "J." In the left eye is similarly set his other initial, "D." A conference of physicians examined John carefully, and could find no explanation, completely acceptable to science. The child's eyesight is perfect and his health robust. (N. China Daily News.)

RAUB AUSTRALIAN GOLD MINING CO.

The eighteenth annual meeting of the Raub Australian Gold Mining Company, Limited, has been held at Brisbane. Mr. De Burgh Perse (chairman) occupied the chair, and in moving the adoption of the balance-sheet and report, said that he had to congratulate the shareholders on the fact that some financial improvement had been shown in the company's affairs during the period under review. During the past year a period of drought occurred in Raub and the district, and was followed by very heavy floods. Great damage was caused by these floods to roads and bridges, and the main road to Raub (between Traun and the Gap), was ruined. For some weeks it was necessary to adopt special means of transport, as the ordinary route was rendered impassable. This naturally increased the cost of transit, and made the expenses heavier with regard to stores, etc. Despite all these disturbing elements, and the fact that there was a smaller return of gold won as compared with the previous year, the company had been able to show that its mining had been carried on at a profit. The profit amounted to approximately £3,670, and been brought about by the exercise of rigid economy at the mines. Mr. Martin had been at Raub on an official inspection. From his general report it was gathered that he was satisfied with the work that had been done, and considered that the company was working on absolutely correct lines. Every one connected with the Company had worked loyally, and with a view to improving the position of the company which had been carried out successfully despite numerous disadvantages and disappointments.

Mr. James Forsyth, M.L.A., seconded the motion, which was carried.

The retiring directors (Mr. Robert Philp, and Messrs. De Burgh Perse, James Forsyth, and G. F. Scott), and also the auditor (Mr. T. A. Bond), were re-elected as formerly.

Mr. Forsyth proposed a vote of thanks to the officials of the company in Brisbane, Singapore, and Raub, for their strenuous efforts during the period under review. This was seconded by Mr. De Burgh Perse, and carried.

The Chairman of the Singapore Board desires to add to the remarks of the chairman in Brisbane that of the profit shown on the year's working approximately £900 is due to the Government having relieved the Company of payment of Royalty during the period under review in order to assist the Company in its development operations, a concession much appreciated.

THE KAIFONG OPIUM CASE.

The Washington correspondent of the "Cable News American" writes (August 12)—Despite the interest apparent in this country in the case of Lee vs. the United States, which has come before the Supreme Court of the United States on appeal from the Supreme Court of the Philippine Islands, the present condition of the court calendar will prevent its being considered by the court for nearly a year. The appeal was taken by Allison D. Gibbs, of No. 9 Plaza P. Moraga, Manila, as attorney for the Plaintiff in Error, whose brief was recently filed. It appears therefrom that Lee, a Chinese, some weeks prior to the arrival of the ship "Kaifong" at Iloilo, approached Mauro Soriano, a custom house guard, and proposed that he should buy some opium from the steamer with money to be furnished by Lee. Acting on the advice of his superiors, to whom he reported the facts, Soriano bought the drug and as he was delivering it to the Chinese whom Lee had designated, the participants in the transaction were arrested and fifty cans of opium confiscated.

Notice to Mariners.

Notice is hereby given that the Arisado, Rock Whistling Buoy has broken adrift, and that the Rock will be temporarily replaced by a 10-foot conical buoy painted in Red and Black.

PANAMA CANAL.

Effect on British Lines.

Nothing writes a shipping correspondent of the "Times," seems yet to have been determined on the score of actual developments by British shipping companies. All is uncertain. The British company which, above all others, must be affected will be the Royal Mail Steam Packet Company, with its allied companies engaged in the South American trade—the Pacific Steam Navigation and Lamport and Holt—and the Royal Mail has not yet shown its hand. Undoubtedly some of the vessels of these associated fleets will use the Canal. The vessels of the Pacific Steam Navigation Company, for example, now proceed from Liverpool to Brazil and Uruguay and then by the Straits of Magellan to Chile and Peru. It would surprise no one acquainted with this trade to see the vessels completely encircling the South American Continent—proceeding outwards by Magellan and homewards by Panama. Again, it would by no means be surprising to find the vessels of the Royal Mail Steam Packet Company tapping the Pacific of North America. The Canal would be a remarkable extension of their trade.

How the question of cost works out may roughly be seen in the case of the direct steamers between London and New Zealand, Shipping Company. These vessels now make the voyage outwards to Wellington by the Cape of Good Hope and return by way of Cape Horn and the River Plate. Roughly the voyage to New Zealand by way of Panama would be 1,900 miles shorter than that by the Cape of Good Hope and the homeward voyage by Panama would be 900 miles shorter than that by the Horn. The total saving would therefore be 2,800 miles, which at the average speed of 13 knots now maintained represents a saving of nine days' steaming. Assuming, for the sake of argument, a toll of dues through the Canal of 12,000-ton liner for the round voyage would amount to nearly £5,000. That is a fairly formidable outlay to set against a saving of nine days at sea. Then there is at present no suitable coaling port in the Pacific between Panama and New Zealand, so that the vessels would have to carry very much more coal, to the sacrifice of cargo, than at present.

Notice

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If the ribbons on the machines were fastened end to end, they would reach 85 miles.

The 10,000 UNDERWOODS, if used in place of bricks, would build an office building 29 feet long, 29 feet wide and 80 feet high.

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OFFICES TO LET.—First Class, central accommodation, light and airy, on First, Second and Third Floor, in new building being erected for Messrs. WHITEWAY LAIDLAW & CO. LTD. Entrance from Des Voeux Road. Electric Lift to all floors. Electric Light throughout. The plan can be seen and all particulars obtained at the Office of Messrs. PALMER & TURNER, Alexandra Buildings, 3rd Floor. [709]

MODREENAGH, 31 The Peak. for six months from 1st November. Apply Property Office, Jardine, Matheson & Co., Ltd. [639]

TO LET LARGE substantially built, Godown situated on water front, East Point. For further particulars apply Property Office, Jardine, Matheson & Co., Ltd. Hongkong, 18th Aug., 1912. [538]

TO LET on 2nd Floor No. 2, Peddar Street. One roomed Office. Apply Property Office, Jardine, Matheson & Co., Ltd. Hongkong, 22nd May, 1912. [581]

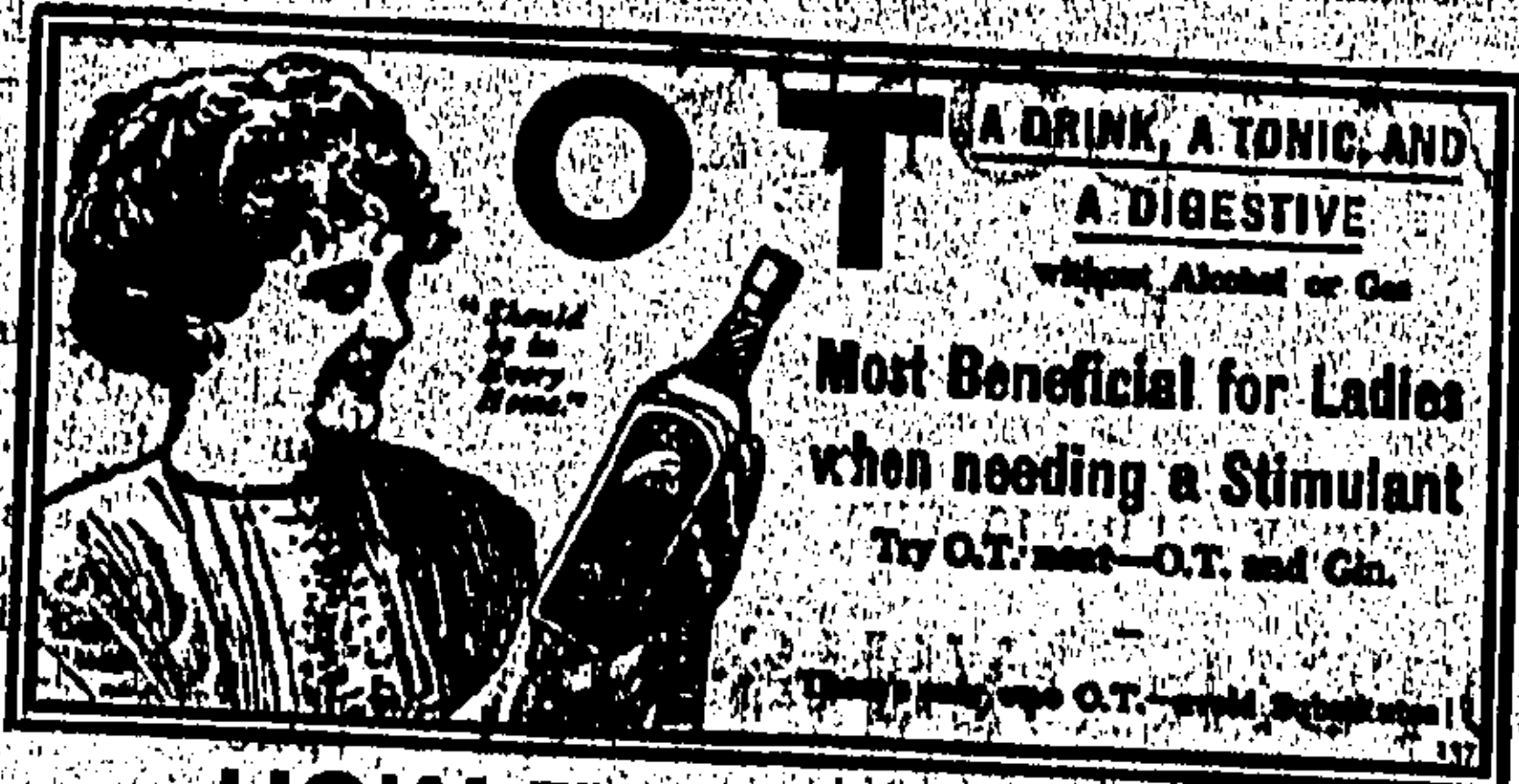
Tsingtau's Floating Dock. The provision of a large floating dock at Tsingtau and the creation of a shipyard at Kiao-chow are among the most important parts of the world independent of foreign yards. Until recently, it was usual to send them at considerable cost to Sydney, but the "Condor" has been docked at Tsingtau, and was followed by the "Planet." More recently, the "Cormoran" has been taken in hand, and it is expected that within a short time all the German ships in that quarter will have been docked at the port.

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ment, and I am sure of the Colony generally, our warm thanks to the military authorities for the ungrudging manner in which they have come to our assistance in this matter, and to the officers and men of the various detachments who have since June last safe-guarded and are still guarding life and property in the New Territories under conditions which must have entailed, and must still entail, no little discomfort and even hardship.

Prison:—Subsistence of Prisoners shows an increase of \$3,000 which is due to an increase in the number of prisoners.

Medical Departments:—For the support of lunatics abroad \$5,000 has been entered under Other Charges, Lunatic Asylums. Of this amount \$3,000 is an annual grant for 3 years commencing from 1st January, 1913, to the John C. Kerr Refuge for the Insane at Canton and \$1,400 for the maintenance of non-Chinese lunatics abroad. The Government's policy with regard to lunatics was explained to this Council by Sir Frederick Lugard at the meeting held on 7th March of this year and for an explanation of those estimates I would refer Honourable Members to the Hansard of that date.

Sanitary Department:—It has been decided on the recommendation of the Sanitary Board to carry out departmentally the scavenging of the City and Hill Districts on the expiration of the present contract at the end of 1911. This arrangement will effect a net saving of \$4,001 as shown in Appendix I and will be anticipated result in greatly increased efficiency in the work of scavenging. The Head of the Sanitary Department, the Medical Officer of Health and the Colonial Veterinary Surgeon, who assisted Mr. Wolfe in the organization, and the Sanitary Board are to be congratulated on evolving this very desirable scheme which I confidently anticipate will prove entirely successful. Under Special Expenditure \$10,000 has been inserted to permit of a continuance of the policy of removal of ceilings as a plague preventive measure.

Education:—\$3,927 has been provided for the salary of a Headmaster for Yuen-mei English School. This post was temporarily abandoned towards the end of 1910 in connection with certain proposals made by the Director of Education for strengthening Queen's College as a feeder to the University and the Headmaster was transferred to the former institution. Since then an additional storey has been added to the school building which now provides accommodation for 350 pupils. The average attendance of the school for the last two years has been 200 pupils and it is confidently expected that early next year there will be a large addition to the present attendance roll.

The sub-head Capital Grants shows an increase of \$6,872 of which \$2,000 is due to an increase anticipated in the attendance at Ellis Kadoorie School on the completion of its building; \$1,500 to the growing attendance at St. Joseph's College and the remainder to the normal growth in the attendance at schools generally. Under Special Expenditure \$10,000 has been provided as a building grant for the Diocesan Girls' School at Kowloon under section 42 of the Grant Code.

Military Expenditure:—The Defence Contribution to the Imperial Government shows an increase of \$56,300. The calculation of this item is shown in Appendix III.

Under Volunteers \$2,500 has been provided for Uniform for the Volunteer Reserve and \$5,000 has been entered under Special Expenditure for 12 Mk. IV tripods and boxes for machine guns to replace mountings which have become obsolete.

Public Works Department:—The net increase of \$24,028 is chiefly due to the cost of the staff required for the Second Section of Tsim Tuck Waterworks and to provision for 3 additional Land Surveyors on the temporary establishment who are required to cope with extensive surveys now in hand. The existing maps have been found to be unreliable and consequently a complete survey of the whole city and of other parts of the Colony where developments are occurring has been undertaken.

Charge on account of Public Debt:—The increase of \$20,140

is due to provision of interest on \$150,000 approximately the amount paid for resumption of land for the Railway terminus.

Positions:—There is an increase of \$28,000 under this Head due principally to several large pensions having been granted during the last 12 months.

Public Works Extraordinary 1913: The Public Works Extraordinary Estimates for next year have been sub-divided under the headings "Hongkong," "Kowloon," and "New Territories," so that it may be more easy to discern what amount is being expended in each of these districts.

Hongkong. Dealing first with the estimates for Hongkong it will be observed that in the case of them 9—Sanitary Inspectors' Offices, Western District,—the estimated cost has been increased from \$7,000 to \$11,500.

The reason of this is that more extensive accommodation is required for the Sanitary Department than was originally anticipated.

A sum of \$100,000 (Item 10) has been inserted for the construction of quarters for the accommodation of subordinate officers. The building of quarters for which a moderate rental will be charged for overseers in the Public Works Department and for Sanitary Inspectors has been deferred from time to time owing to lack of funds. It is now proposed to build quarters for the whole of these officers. Married quarters will be taken in hand first and it is anticipated that the sum provided will allow of substantial progress being made with the construction of 18 flats for married officers.

A sum of \$100,000 (Item 11) has been provided for a radio-telegraphic installation. As at present advised the Government consider that all that is necessary is a station for ship to shore communication with a range of not less than 600 miles under favourable conditions. A much more powerful station may I know been suggested. But I would remind you that a high power station for strategic purposes is the concern of His Majesty's Government; that a medium power station for purposes of communication with land stations in competition with the Cable Companies is really a separate proposal; and that what this port really requires is the means of ship to shore communication. As ships carry only installations of limited range it does not seem necessary to do more than to provide a station capable of ensuring communication with ships, making due allowance for possible increase in range of the latter's installations. I have asked the Secretary of State for advice as to what in these circumstances the nature of the installation here should be and I will inform the Council in due course of the result. My information is, if you have a high power station such as one, hon. member referred to in moving a resolution at the beginning of those proceedings you will have in any case to have a low power station for ship to shore communication as well.

Under item 13, a sum of \$2,300 has been inserted for the erection of a temporary building for the survey staff. It has been found necessary to increase the staff for carrying out the extensive surveys now in hand, and the accommodation available in the existing building is insufficient.

Under item 12, provision is made for the extension of the stables adjoining No. 1 Police Station which are now utilised for the housing of bullocks belonging to the Sanitary Department. Such extension is necessary because, as I have already explained, it is intended to carry out the scavenging of the City departmentally instead of by Contract, as hitherto.

Under "Public Latrines and Urinals," (Item 14) the estimate for the first item has been increased from \$3,500 to \$6,000. It was originally intended to construct an ordinary latrine above ground, but, in consequence of the opposition raised by the owners and occupiers of houses in the immediate neighbourhood, it is now proposed to construct an underground trough closet which entails considerable extra expense.

In the case of the second item, the estimate has been increased from \$6,500 to \$10,500. The accommodation has been increased, and various improvements have been made in the design of the structure with a view to

enabling it to be kept in a thoroughly sanitary state. The last two items for the provision of accommodation of this nature at Pottin-ger Street and in Cross Lane, Wanchai, have been inserted on the representation of the Sanitary Board.

Under "Roads and Streets" (Item 15) provision has been made for continuing the work for which Financial Minute No. 36 was recently taken. The work is in connection with the conversion of old Farm Lots at Wongneichong into Inland Lots with a view to the development of this locality as a residential area.

The extension of Belcher Street past Marine Lots 200-3 is rendered necessary by the erection of buildings on these lots which have hitherto been unoccupied except for storage purposes.

In order to provide access to some areas which are suitable for building purposes, and with regard to which an enquiry has already been received, it is considered advisable to proceed with the construction of a portion of a road which will ultimately extend from Victoria Gap to High West Gap.

Under the heading "Training Nallahs," provision has been made for a continuation of the work at present in progress at Shaokuiwan Village. It was intended that the nallah at No. 11 Bridge should be begun during the current year, but difficulties have arisen with regard to some land which is at present leased and which interferes with the carrying out of the work.

The second item is in connection with Financial Minute No. 36, allusion to which has already been made under the heading "Roads and Streets."

The other item of a special nature provides for an extension of the training works in the valley to the South of Magazine Gap. This forms a continuation of the work carried out during 1911, to which the Military Authorities subscribed. It is hoped that some financial assistance will also be obtained from them in connection with next year's programme.

There are a number of new items under the heading "Miscellaneous." The first is "Public Bathing Places," (Item 21) regarding which a resolution was brought forward in Legislative Council by the Hon. Mr. E. Osborn in May last and adopted by Council. The estimate of \$2,000 provides for the erection of small sheds on beaches near the eastern and western ends of the City.

Provision is made under Items 22 and 23 for the construction of permanent quarters for the sextons at Mount Caroline and Kailang-nam Cemeteries. Hitherto the men performing these duties have been housed in matchsheds, and it is considered desirable to provide them with accommodation of a more permanent and sanitary description. A small sum is also provided for improving the approach road to Mount Caroline Cemetery.

Under item 24, provision is made for the installation of electric fans in Nos. 5, 7 and 8 Police Stations and of electric fans in No. 2. These installations will supersede gas for lighting purposes and the provision of fans will enable punkals to be dispensed with.

Provision has been made for Compensation and Resumptions to the extent \$30,000 under the heading "Hongkong" (Item 27) and \$5,000 under "Kowloon," (Item 47) or a total of \$35,000 as compared with \$25,000 in last year's estimates. The amount has been increased with a view to the resumption of certain riding floors at the ends of private streets. These riding floors prevent the free circulation of air. Their ultimate removal was contemplated under Section 185 of the Public Health and Buildings Ordinance which prohibits the erection, re-erection of any such structures, except with the consent of the Governor-in-Council.

Under "Water Works," a sum of \$50,000 has been provided for the construction of an additional Service Reservoir and Filter Beds at West Point. These are necessary to enable water from Tylam to be filtered and distributed to the Western District of the City, which has, up to recent years, been principally supplied from Pokfulam. The water from Pokfulam has now to be conserved

in great measure for the supply of the High Level and Hill Districts.

A sum of \$250,000 has been provided for the second section of the Tylam Tuk Scheme, for which a contract is about to be let.

Kowloon. Turning now to Kowloon, the estimated cost of extensions in connection with the Royal Observatory, (Item 34), has been increased from \$2,000 to \$8,700. I have gone into this matter on the spot and I consider the extensions necessary.

The policy of providing quarters for Overseers and Sanitary Inspectors to which allusion has already been made, will extend to Kowloon also and a sum of \$32,000 is entered in the estimates (Item 35) for this purpose. Item 36 provides for certain additions to the Hung Hom Police Station which are necessary.

Under "Miscellaneous," the first item requiring explanation is No. 48 "Purchase of portion of K.L.L. 1132, \$18,000." It is proposed to resume a portion of this lot, containing a substantial dwelling house, for quarters for the Manager of the Railway; and it is considered advisable to effect the resumption of the entire lot as the remainder of it can be conveniently utilized in conjunction with an area of Crown land adjoining Jordan Road. The sum provided will enable this to be done. The resumption for railway purposes will be defrayed from railway funds.

New Territories. With regard to the New Territories, provision is made for the erection of a Police Station at Cheung Chau Island (Item 48). The recent raid on the building at present occupied for Police purposes has drawn attention to its unsuitability, and it is proposed to erect a station on a site which admit of better control over the island and the populous village which it contains.

Provision is made under item 49 for a Market at Tai O. There is no market there at present and, as the village is one of considerable size, it is considered necessary that proper provision should be made.

Under the heading "Roads," the third item is to provide for the extension of the road at Castle Peak Bay to a point where a pier can be constructed which will admit of launches calling at any states of the tide and for the construction of the necessary pier. The provision of communication with the large villages of Ping-shan, Un Long, etc. is considered of sufficient importance to justify the expenditure involved.

The three following items, (d), (e) and (f) are all in connection with the improvement of communication with the railway in the neighbourhood of Fanling. It is found that the present station is not conveniently situated in several respects and it is now proposed to establish a train-halt at a point which will admit of improved communication with Sheung Shui Village and the Golf Links.

Under the heading "Miscellaneous," the estimate for the improvement of Ap Liu Village has been increased from \$33,000. This is almost entirely due to the increased amount of compensation which has to be paid in connection with the resumption of old buildings and sites in effecting the necessary improvements.

Kowloon-Canton Railway 1913: The earnings in 1913 of the main and branch lines of the Kowloon-Canton Railway are estimated at \$319,600 or \$120,000 less than the amount approved for 1912. The unrest which has prevailed in South China since the Revolution has seriously interfered with this year's earnings, and it would not be safe under present conditions to count on a higher figure. On the other hand expenditure is estimated at \$256,300 or \$53,600 more than the amount approved for 1912, the increase being due to a more efficient train service and to an increase in the number of locomotives and rolling stock.

The net estimated result of next year's working is given in footnote 2 on page 117 from which it will be seen that expenditure on all accounts is estimated at \$840,790 and receipts at \$319,600, leaving a deficit to be met from Revenue of \$521,190. This figure may however be reduced by more favourable remittance rates for

the interest and sinking fund charged than the rate at which they have been calculated.

The designs for the terminal station of the Kowloon-Canton Railway at Tsim Sha Tsui are being prepared by Mr. A. B. Hub-back, Government Architect in the Federated Malay States, who has had considerable experience in work of this nature, and it is hoped to begin the construction early next year.

The Balancing of the Budget.

In framing the budget for the coming year, I have estimated for an appropriation from the accumulation of surplus balances of a sum of \$693,046. This amount is approximately equal to the combined provision made for the Typhoon Refuge (\$450,000) and Tylam Tuk Section (\$250,000). As regards the former work you will remember that it was arranged to finance it half out of reserves and half by means of a special assessment of Light Dues. By the end of the current year it is expected that \$108,934 will have been expended and if the estimate of \$450,000 for next year is realised, the total expenditure will by the end of that year have reached a sum of \$1,558,934. The amount payable for the period out of reserves should therefore be \$773,487 but owing to a succession of annual surpluses since 1900 only the cost of the dredger purchased in 1908 for \$175,000, has up to date been so charged. Therefore if next year's estimate (\$450,000) is realised the amount paid out of reserves (\$625,000) will still be \$153,487 behind the proportion for the period. A reimbursement by sale of the dredger which is at present under offer to enquirers in Sydney has also to be taken into account.

I mention these facts and figures of course to show that although we are drawing heavily on the reserves next year the financial situation has not become in any way unwieldy, it nevertheless requires very watching and the exercise of strict economy. I trust gentlemen that these remarks may be of some assistance to you in your consideration of the estimates, and I would like to suggest that this year a new departure should be made. I think it would facilitate the consideration of the estimates and the ensuing debate upon them if, Hon. unofficial members would meet the Colonial Secretary and Treasurer and seek from them that information available that they might desire. It is the usual practice that is followed in other Colonies and both the Colonial Secretary and my self have both experience, can assure you, it intends to facilitate the consideration of the estimates (Applause).

The Hon. Attorney General moved the first reading of a bill entitled "An Ordinance to amend the Law relating to Criminal Sessions."

In the "Objects and Reasons," it is stated that, the object of this bill is to provide for the non-holding of Criminal Sessions in the months of January and July, those two months being those in which it has been ascertained that it will be convenient for the Judge of H.B.M.'s Court in Shanghai to visit Hongkong for the purpose of carrying out the duties which will be undertaken by him under the provisions of the Full Court Ordinance, 1912. The bill also makes the necessary consequent amendments in that

(Continued on page 10).

To-day's Advertisement

NOTICE.

SATURDAY the 5th October 1912, being the Second Anniversary of the Republic of Portugal, Consul Jose J. Leiria will be "At Home" at the Consulate, No. 47 Wyndham Street, to the Members of the Portuguese Community, Officials, his Consular Colleagues and Friends, from 11.30 A.M. to 1 P.M.

The Consulate will be entirely closed for the Transaction of Business on that Day.

Hongkong, 3rd Oct., 1912. 721

WANTED.

EXPERIENCE OFFICE. ASSISTANT and Accountant (Englishman) open for immediate engagement. First class references. "J." of this paper.

Hongkong, 3rd Oct., 1912. 723

DAIRY FARM NEWS.

CORNED BEEF.

One man's meat is another's poison. The King's

Fool may demand pheasants' tongues for

breakfast whilst most of us are well satisfied

with Corned Beef and Cabbage for a change—

If it be good and well cooked! It is a dish

for live men not for mummies.

September 24, 1912.

JAS. BUCHANAN & CO.

have a selection of Whiskies to please all palates.

Look at the following list, and I am sure that we can provide you with a whisky to suit your taste.

RED SEAL. TANDEM. BLACK AND WHITE. SPECIAL LIQUEUR.

ROYAL HOUSEHOLD. GARNER QUILCH & CO.

SOLE AGENTS, Tel. 636.

'S.O.A.E.O.'

FAR EAST OXYGEN AND ACETYLENE CO., LTD. AUTOGENOUS WELDING.

Repair of boilers and hulls, welding of cracks. Renewing of corroded plates by addition of metal. Welding of broken plates of any kind of metal.

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Disa Bros
TAILORS

1, WYNDHAM STREET (Flower St.) ESTABLISHED 1900. 43

NOTICE.

THE CLIFFORD-WILKINSON TANSAN MINERAL WATER CO., LTD., have pleasure in informing the public that they have procured in services of Mr.

Oswald Dalgleish, Consulting Chemist, from NOTTINGHAM, ENGLAND, as Manager of their Works

at TAKARADZKA. His scientific and technical knowledge, gained by a wide and varied experience in all

branches of the bottling of aerated waters and the manufacture of Sweet Waters, enables them to assure their customers that they can now Procure TANSAN

—'The Choicest of all Choice Waters'—and Tansan Sweet Waters in perfect condition.

HERBERT PRICE,

SECRETARY.

SOLE AGENTS FOR CHINA AND HONGKONG:

GANDE PRICE & CO., LTD.,

Wine Merchants.

12, Queen's Road Central, Hongkong.

Telephone No. 126.

Shipping

CANADIAN PACIFIC RAILWAY COMPANY'S.

ROYAL MAIL STEAMSHIP LINE.

EMPIRE LINE.

Sailings from Hongkong and Quebec.

"Monteagle"	Satur. Oct. 5	"E. of Ireland"	Fri. Nov. 1
"E. of India"	Oct. 26	"Allan Line"	Nov. 23
"E. of Japan"	Nov. 16	"E. of Britain"	Dec. 13

All steamers leave Hongkong at 6 p.m.
To Vancouver, B.C., calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.
Passengers booked to all the principal ports in Canada, the United States and Europe, also around the world.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. Craddock, General Traffic Agent,
Corner Pedder Street and Praya (Opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

Destination.	Steamers and Displacement.	Sailing Dates.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ & PORT SAID	HITACHI MARU, Capt. T. Yamawaki, T. 18,000 MIVASAKI MARU, Capt. T. Murai, T. 16,000	WEDNESDAY, 9th Oct., at Daylight. WEDNESDAY, 9th Oct., at D'light.
VICTORIA, B.C., & SEATTLE via KENLUO, SHANGHAI, MOJI, KOBÉ, YOKOHAMA, SHIMIZU & YAMATO	AWA MARU, Capt. Shimidzu, T. 12,500 ISADO MARU, Capt. Asakawa, T. 12,500	TUESDAY, 8th Oct., at Noon. TUESDAY, 2nd Oct., at Noon.
SYDNEY & MELBOURNE via MARILA, THURSDAY ISLAND, TOWNHILL and BRISBANE	YAWATA MARU, Capt. T. Sato, T. 7,000 NIKKO MARU, Capt. M. Yagi, T. 9,600	FRIDAY, 26th Oct., at Noon. FRIDAY, 22nd Nov., at Noon.

BOMBAY & SINGAPORE: KAMAKURA MARU, Capt. Mori, T. 12,500, MONDAY, 14th October.
CALCUTTA via SINGAPORE, PENANG & RANGOON: COLOMBO MARU, Capt. Kawashita, T. 6,000, SATURDAY, 5th October.
KOBÉ & YOKO: IYO MARU, Capt. R. Takeda, T. 12,500, THURSDAY, 8th Oct., at 11 a.m.
SHANGHAI, MOJI & KOBÉ: KAWACHI MARU, Capt. A. Christensen, T. 12,500, WEDNESDAY, 9th October.
NAGASAKI, KOBÉ & YOKOHAMA: NIKKO MARU, Capt. M. Yagi, T. 9,600, WEDNESDAY, 9th Oct., at Noon.
SHANGHAI & KOBÉ: HIROSHIMA MARU, Capt. Tamae, T. 6,000, THURSDAY, 8th October.

Can only.

REDUCED RATES OF PASSAGE.

Hongkong to Pacific Coast ports: 1st class £25, 2nd class £17.

Hongkong to London via New York: 1st class £55, 2nd class £40.

" " via Montreal: 1st class £54, 2nd class £37.

Round-the-World, 1st class throughout, via New York £102.

" " Montreal £100.

N.B. While the rates are reduced, the excellence of the service in all respects will be maintained as heretofore.

T. KUSUMOTO, Manager.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For AMOY, CHEFOO & NEW-CHOW: "PAOTING"

SHANGHAI

HAIKONG

MANILA, CEBU & LOLOLO

SHANGHAI

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Shipping

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

Destination. Steamers and Displacement. Sailing Dates.

MARSEILLES, LONDON & ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ & PORT SAID	HITACHI MARU, Capt. T. Yamawaki, T. 18,000 MIVASAKI MARU, Capt. T. Murai, T. 16,000	WEDNESDAY, 9th Oct., at Daylight. WEDNESDAY, 9th Oct., at D'light.
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VICTORIA, B.C., & SEATTLE via KENLUO, SHANGHAI, MOJI, KOBÉ, YOKOHAMA, SHIMIZU & YAMATO	AWA MARU, Capt. Shimidzu, T. 12,500 ISADO MARU, Capt. Asakawa, T. 12,500	TUESDAY, 8th Oct., at Noon. TUESDAY, 2nd Oct., at Noon.
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SYDNEY & MELBOURNE via MARILA, THURSDAY ISLAND, TOWNHILL and BRISBANE	YAWATA MARU, Capt. T. Sato, T. 7,000 NIKKO MARU, Capt. M. Yagi, T. 9,600	FRIDAY, 26th Oct., at Noon. FRIDAY, 22nd Nov., at Noon.
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BOMBAY & SINGAPORE	KAMAKURA MARU, Capt. Mori, T. 12,500	MONDAY, 14th October.
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CALCUTTA via SINGAPORE, PENANG & RANGOON	COLOMBO MARU, Capt. Kawashita, T. 6,000	SATURDAY, 5th October.
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KOBÉ & YOKO	IYO MARU, Capt. R. Takeda, T. 12,500	THURSDAY, 8th Oct., at 11 a.m.
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SHANGHAI, MOJI & KOBÉ	KAWACHI MARU, Capt. A. Christensen, T. 12,500	WEDNESDAY, 9th October.
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NAGASAKI, KOBÉ & YOKOHAMA	NIKKO MARU, Capt. M. Yagi, T. 9,600	WEDNESDAY, 9th Oct., at Noon.
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SHANGHAI & KOBÉ	HIROSHIMA MARU, Capt. Tamae, T. 6,000	THURSDAY, 8th October.
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Can only.		
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Hongkong to Pacific Coast ports	1st class £25, 2nd class £17.
Hongkong to London via New York	1st class £55, 2nd class £40.
" " via Montreal	1st class £54, 2nd class £37.
Round-the-World, 1st class throughout, via New York	£102.
" " Montreal	£100.

N.B. While the rates are reduced, the excellence of the service in all respects will be maintained as heretofore.		
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T. KUSUMOTO, Manager.		
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CHINA NAVIGATION CO., LTD.		
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SAILINGS SUBJECT TO ALTERATION.		
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For AMOY, CHEFOO & NEW-CHOW: "PAOTING"		
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SHANGHAI		
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HAIKONG		
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MANILA, CEBU & LOLOLO		
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Shipping

HONGKONG—PHILIPPINES.

PHILIPPINES STEAMSHIP CO

Steamship.	Tons.	Captain.	For	Sailing Date.
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RUBI	4000	Miller.	Manila, Mangarin, Iloilo and Cebu.	TUESDAY, 8th Oct., 4 p.m.
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ZAFIRO	4000	Chev.	Manila, Mangarin, Iloilo and Cebu.	FRIDAY, 18th Oct., 4 p.m.
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For Freight or Passage apply to SHEWAN TOMES & CO., GENERAL MANAGERS

Hongkong 1st October, 1912.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
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Tilinkai	JAVA	1st half Oct.	JAPAN	1st half Oct.
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Tilpanas	JAVA	1st half Oct.	SHANGHAI	1st half Oct.
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Tilmanek	JAPAN	1st half Oct.	JAPAN	1st half Oct.
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Tiljatip	JAVA	1st half Oct.	JAPAN	2nd half Oct.
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Tiljarom	JAVA	2nd half Oct.	JAPAN	2nd half Oct.
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Tiljiwong	JAVA	2nd half Oct.	JAPAN	2nd half Oct.
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Tiljodas	JAVA	1st half Nov.	SHANGHAI	1st half Nov.
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Tiljabali	JAVA	1st half Nov.	SHANGHAI	1st half Nov.
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The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of cabin passengers, and will take cargo on all Ports in Netherlands-Land on through B/L.

For particulars of Freight and Passage, apply to the JAVA-CHINA-JAPAN LIJN, Telephone No. 375, York Building.

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG. (Subject to alteration.)

Steamer	Tons	Captain	Date of sailing
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S.S. "Chiyo Maru"	11,000	W. W. Greene	Oct. 8th, Noon.
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S.S. "Nippon Maru"	21,000	A. G. Stevens	Oct. 23rd, Noon.
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S.S. "Tenyo Maru"	21,000	E. Bent	Nov. 5th, Noon.
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S.S. "Shinyo Maru"	21,000	H. S. Smith	Nov. 26th, Noon.
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These steamers are equipped with Turbine Engines and Triple Scows. All steamers carry Japanese Government wireless telegraph and post office.

The steamer "Chiyo Maru" will be despatched for SAN FRANCISCO via NAGASAKI, KOBÉ, YOKOHAMA, YOKOHAMA and HONOLULU on TUESDAY, the 8th Oct., at Noon.

INTERMEDIATE SERVICE.

The twin screw steamer "Nippon Maru" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA & HONOLULU on TUESDAY, the 29th October, at Noon.

SOUTH AMERICAN LINE

In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.

Only Regular Direct Service to Mexico, Chilean and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

Steamer	Tons	Date of Sailing
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Buyo Maru	10,500	Friday, October 4, Noon.
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Hongkong Maru	11,000	Tuesday, December 8, Noon.
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Kyo Maru	17,500	Saturday, February 1, 1913.
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For Further Particulars as to Passage and Freight, apply to S. MORIMOTO, Agent, (KING'S BUILDING Opposite Blake Pier)

"THE BIG" 4 OF THE PACIFIC MAIL S.S. CO.

Steamer	Tons	Class	Speed
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MONGOLIA	27,000	Oct. 15th, at 1 p.m.
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MANCHURIA	27,000	Oct. 28th, at 1 p.m.
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KOREA	9,000	Nov. 12th, at 1 p.m.
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SIBERIA	18,000	Nov. 19th, at 1 p.m.
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China	18,000	Dec. 3rd, at 1 p.m.
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Manchuria	27,000	Dec. 10th, at 1 p.m.
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Manchuria	27,000	Oct. 1st, at 1 p.m.
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Intermediate Steamers. LET US PLAN AN ITINERARY FOR YOU

King's Building (Opp. Blake Pier) FRD. J. HALTON. Telephone No. 141

Hongkong, 6th September, 1912. Agent, Panama-Pacific International Exposition-San Francisco 1915.

WING KEE & CO.

47-49, Colabaught Rd.

SHIPOHANDLERS,

PROVISION & COAL

MERCHANTS

Developing, Painting & Engraving

Hongkong, 28th May, 1911. Hongkong, 1st May, 1911.

LOG BOOK.

Increase in Chinese Shipping.

A Consular report on the trade and commerce of the province of Chefoo, states that a noticeable feature is the increase in the number of vessels under the Chinese flag, which corresponds with a slight decrease in the number of Japanese vessels, which have hitherto enjoyed so great a preponderance as to amount almost to a monopoly. Chinese vessels now number very nearly one-half of the total, as against a fifth in 1910.

Australian Emigrant Ship. As a result of the heavy movement of emigration to Australia and the difficulty of finding sufficient accommodation, the Agent-General for Western Australia, Sir Newton J. Moore, has purchased outright, on behalf of his State, a steamship which will be used to convey emigrants to the "promised land." The steamship "Mongolia" will begin her new service by steaming from England on Saturday, September 14, under the name of Western Australia, with a large complement of passengers. It is expected that this novel solution of the difficulty will influence other Australian Agents-General to take similar action. Although the ordinary steamers trading to Australia are insufficient to cope with present rush, shipowners are unwilling to put other vessels on the run south, as the exports from Australia are insufficient to fill a large number of ships, and many would have to make the return voyage in ballast.

£2,000,000 Shipping Combine. The amalgamation of all the leading steamship companies operating on the Great Lakes of Canada has now been completed with a capital of £2,000,000, one-sixth of the stock being held by Messrs. Furness, Withy and Co., of West Hartlepool.

It is understood that negotiations are now in progress with a view to the acquisition of several smaller concerns.

As a result of this great combine, a clear route will be established through all the Great Lakes, from the head of Lake Superior, to Montreal, where the agricultural produce of the West and North-West will be transhipped into European liners for transport across the Atlantic of Liverpool, Manchester and Hull.

The arrangement will also, it is expected, prove a powerful factor in competition between United States and Canadian ports for control of the grain traffic.

American Cotton via Panama Canal.

To look into the possibilities of reducing the freight on American cotton exported to Japan by utilizing the Panama Canal, Mr. O. T. Takahashi, president of the Oriental Trading Co. and of the Oriental American Bank, was at New Orleans on August 18, from Seattle. Mr. Takahashi is investigating the possibilities of the proposed traffic and getting acquainted with the cotton exporters and the steamship men of that port. He said he believed three of the great Japanese steamship lines plying between Seattle and the Orient would extend their service over to New Orleans when the Panama Canal opening made such trade possible. "My purpose here," said the Japanese banker, to a representative of the "N. Y. Maritime Register," "is merely to investigate the possibilities of making New Orleans our point for exporting cotton. Last year Japan imported 400,000 bales of cotton from Texas and Oklahoma, shipping the most of it by rail to Seattle, and thence by steamship to Yokohama. The freight on this was \$1.35 per 100 pounds for the through rate from the point of origin to the Japanese port where it was destined. This was divided into 95 cents per 100 pounds for the inland carrier and 40 cents per 100 pounds for the steamer. That rate is too high. We are importing \$30,000,000 worth of cotton and paying \$2,700,000 for freight alone. We

Shipping

HAMBURG-AMERIKA
LINIE.IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."EAST ASIATIC SERVICE.
Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO.

Marseilles, Havre, Bremen and Hamburg and New York.

Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste,
Lisbon, Oporto, Genoa, and other Mediterranean Levantine, Black Baltic Sea and
Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

For Shanghai, Kobe & Yokohama:
SCANDIA.....13th Oct.
BAYERN.....17th Oct.
LIBERIA.....7th Nov.
ALEZIA.....10th Nov.

For Further Particulars, apply to—

Hamburg-Amerika Linie,
Hongkong Office.

LOG BOOK.

The Panama Canal and the Lines.

The overshadowing fact in the entire situation says an exchange, is the approaching opening of the Panama Canal. All steamship lines trading to or in the Pacific Ocean are improving their service, are building more and faster steamers, and are arranging their agencies and supply depots with the canal in mind. Some of the Indian papers are complaining of what they consider the unfair competition of the Japanese, whose ships may enter Indian ports as freely as the ships of other nations, and may carry goods from one Indian port to another upon the same conditions as British vessels. But British ships cannot compete with Japanese ships in the Japanese coasting trade, and the opinion is expressed that it is doubtful whether Japan herself reaps any solid advantage from the subsidies it pays to the shipping companies.

The Jutlandia.

The Motor Ship Jutlandia, sister ship of the Selandia, arrived at Penang on the 24th ult. on her maiden trip to the East. In her appearance she is exactly like the Selandia which was built in Copenhagen. The Jutlandia, however, was built at Whiteinch, Glasgow by Barclay, Curle & Coy. Ltd. for the East Asiatic Company Ltd., and is fitted with Diesel Motors. The saloon and staterooms are of a different style being built in the latest English style. The state-rooms are all of the latest and most up-to-date fashion, and the accommodations are all amid ship. One inconvenience which most of the passengers find in other ships is done away with by the provision of a bath and lavatory to every two cabins. The Jutlandia is under the command of Capt. J. Thomsen, who was a resident of Bangkok for over 10 years. The ship behaved well all through her journey out, although very rough weather was experienced after leaving Colombo. So far she had proved to be a good ocean-going steamer. Her average speed during the journey was 11 knots. Among the latest improvements on board this ship is the magnetic clock in the Captain's Cabin which sets to work all the other clocks on board. Of her cargo 1,050 tons are for Penang, comprising railway material for Trang and cement. The railway material is being shipped on board the Chantaboon which is alongside her. There are two thousand tons of cargo for Bangkok, half of which is made up of railway material and 1,000 tons of general cargo for Singora. A "Straits Echo" representative was informed that one of the Motor ships was sold to the Germans on her maiden trip and at present a new one is under construction for the Bangkok run. Two more ships are also being built for the China run.

Pirates in the North.

A Chinese paper remarks that, as there are many pirates in the bay of Kiamohana, the Germans demand the right to despatch police-boats to raise them and to have water-ways opened up.

VESSELS TAKING CARGO.

European Ports.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
London, &c.	Ceylon	P. & O. Co.	5 October
do	China	P. & O. Co.	12 October
London and Antwerp	Don of Glamis	J. M. & Co.	23 October
Rotterdam, &c.	Belgravia	H. A. L.	5 October
Havre and Antwerp	Spezia	H. A. L.	28 October
Havre and Hamburg	Arcadia	H. A. L.	3 November
Havre and Hamburg, &c.	O. J. D. Ahlers	H. A. L.	9 October
Havre, Bremen &c.	C. Ford. Laeiz	H. A. L.	23 October
Marseilles, &c.	Sachsen	H. A. L.	30 October
do	Sydney	M. M. Co.	8 October
do	Hitachi Maru	N. Y. K.	9 October
Trieste, &c.	Koerber	S. W. & Co.	19 October
Glasgow and Hull	Glenloch	S. T. & Co.	15 October
Cape Ports via Mauritius	Duneric	Bank Line	Begin. January
New York, San Francisco and Canada.	Pathan	D. & Co.	8 October
Boston and New York	Jeseric	A. K. & Co.	23 October
San Francisco	Nile	P. M. Co.	15 October
San Francisco, &c.	Chiyo Maru	T. K. K.	8 October
San Francisco via Keelung and Japan, &c.	Mongolia	P. M. Co.	23 October
Mexico, Peru, Chili via Japan	Bayo Maru	T. K. K.	4 October
Victoria, B.C.	Panama Maru	O. S. K.	15 October
do	Awa Maru	N. Y. K.	8 October
Vancouver	Empress of India	C. P. R. Co.	23 October
Vancouver via Ports	Monteagle	C. P. R. Co.	5 October

Australian Ports	St. Albans	G. L. & Co.	12 October
do	Yawata Maru	N. Y. K.	25 October
Australian Ports via Manila	Prinz Waldemar	M. & Co.	5 October
do	Guthrie	B. & S.	18 September

Singapore, Coast Ports and Japan.

Batavia, Cheribon, Samarang, &c.	Tijaroom	J. C. J. L.	Quick despatch
Philippines	Loongsaang	J. M. & Co.	5 October
do	Rubi	S. T. & Co.	8 October
do	Kailong	B. & S.	7 October
do	Zafiro	S. T. & Co.	18 October
Bombay	Ischia	C. & Co.	12 October
Bombay and Straits	Kawakura Maru	N. Y. K.	14 October
Straits and India	Gregory Apar.	D. S. & Co.	12 October
do	Colombo Maru	N. Y. K.	5 October
Straits and Rangoon	Namsang	J. M. & Co.	4 October
do	Okara	J. M. & Co.	14 October
Kudat and Sandakan	Borneo	M. & Co.	Middle October
Japan	Peking	A. N. & Co.	23 October
do	Arratoon Apar.	D. S. & Co.	19 October
do	Iyo Maru	N. Y. K.	9 October
do	Nikko Maru	N. Y. K.	23 October
do	Tjikini	J. C. J. L.	Quick despatch
do	Scandia	H. A. L.	13 October
do	Bayern	H. A. L.	17 October
do	Liberia	H. A. L.	7 November
do	Alesia	H. A. L.	19 November
Yokohama and Kobe	Fultala	J. M. & Co.	10 October
do	Coblentz	M. & Co.	15 October, about
Yokohama and Kobe via Shanghai	E. F. Ferdinand	S. W. & Co.	31 October, about
Anping, &c.	Sosha Maru	O. S. K.	20 October
Tientsin via Tsingtau, Weihaiwei and Chefoo	Cheongshing	J. M. & Co.	4 October
Swatow and Foochow	Haitan	D. L. & Co.	8 October
do	Haiching	D. L. & Co.	4 October
do	Huiyang	D. L. & Co.	11 October
do	Kaijo Maru	O. S. K.	9 October
do	Daigi Maru	O. S. K.	6 October
Tamsui, Swatow &c.	Sungkiang	B. & S.	6 October
Haiphong	Si-Kiang	M. M. Co.	9 October
Kwang-chow-wang and Haiphong	Yuenasung	J. M. & Co.	12 October
Manila	Kwongseang	J. M. & Co.	4 October
Shanghai via Swatow	Wingsang	J. M. & Co.	6 October
Shanghai via Swatow and Foochow	Kawooni Maru	N. Y. K.	9 October
Shanghai, Moji and Kobe	Magellan	M. M. Co.	7 October
Shanghai and Japan	Kawachi Maru	N. Y. K.	9 October
do	Flintshire	J. M. & Co.	11 October
Shanghai, Kobe, &c.	Koerber	S. W. & Co.	5 October
do	Scandia	H. A. L.	10 October
do	Linan	B. & S.	5 October
do	Dolja	P. & O. Co.	10 October
do	Nyanza	P. & O. Co.	4 October
do	Ohinhus	B. & S.	10 October
do	Anhui	B. & S.	12 October
do	Tjipanas	J. C. J. L.	Quick despatch

Notice

THE CHINA PROVIDENT
LOAN AND MORTGAGE
CO., LD.

(CAPITAL PAID UP—\$1,250,000.)

Grants on Mortgage of House Property
&c.
Loans made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application.)

THE OFFICE OF
TRUSTEE, EXECUTOR OF
WILLS, ATTORNEY, &c.,
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 19th March, 1908.

Americans and the Panama
Canal.

An American in England writes as follows to the New York "Evening Post."—As Americans in England, we are smarting under the disgrace of our Panama Canal act. The "Evening Post's" utterance on the subject, quoted in the English press, gives us hope for the survival of honor in our country. It is good to read that a grave moral wrong is still counted as a greater national disaster than a naval defeat could be counted. We Americans peer on that good word and thank you for it.

To Sail

THE AMERICAN & ORIENTAL
LINE.

FOR BOSTON & NEW YORK via
SUEZ CANAL.
(With liberty to call at the Malabar
Coast.)

THE Steamship
"JESERIC,"
Captain White, will be despatched as
above on SATURDAY, the 26th
October.

For Freight apply to
ARNHOLD, KARBURG & CO.,
General Agents.
Hongkong, 19th Sept., 1912. [678]

Regular Steamship Service
With liberty to call at the
Malabar Coast.
Passenger Sailings from Hongkong.
FOR NEW YORK.

S.S. "PATHAN" ... On or about
8th Oct.
For Freight and further information,
apply to
DODWELL & CO., LTD.,
Agents.
Hongkong, 2nd Sept., 1912. [685]

SHANTUNG SILK FOR
SALE.
WING TAI LOONG.
CHEFOO SILK FOR SALE.
VARIOUS
SELECTED
FINEST QUALITY.
To be obtained at Moderate Prices
from the HONGKONG BRANCH.
WING TAI LOONG
181, Des Voeux Road, Central,
Hongkong.
Hongkong, 19th Aug., 1912. [623]

MOVEMENTS OF

STEAMERS.

VESSELS ADVERTISED TO
DEPART TO-MORROW.

For	Vessel
Mexican Ports.	Buyo-maru.
Hankow, &c.	Chenya King.
Yokohama, &c.	Nyansa.
Shanghai, &c.	Kwongseang.
Swatow.	Haiching.

VESSELS ADVERTISED TO
ARRIVE TO-MORROW.

From	Vessel
Singapore.	Koerber.

AMERICAN MAIL.

The P. M. S. S. Co.'s s.s. Mongolia
sailed from Yokohama for this port via
Manila on Wednesday, the 2nd inst.,
between 10 a.m. and noon. Her mails
has been transferred to the E. & A.
Co.'s s.s. St. Albans.

The P. M. S. S. Co.'s s.s. Korea
which left here on the 3rd ult., arrived
at San Francisco on the 30th ult.

The P. M. S. S. Co.'s s.s. Nile
will be due here on Friday, the 4th
inst., between 6 and 8 a.m.

The T. K. K. s.s. Chiyo Maru
arrived here on Friday, the 27th ult.,
and will leave for San Francisco via
Japan ports and Honolulu on Tuesday

the 30th inst.

The T. K. K. s.s. Nippon Maru left
Honolulu for Yokohama on the 27th
ult., and is expected here on the 18th
inst.

The T. K. K. s.s. Tenyo Maru left
San Francisco for Hongkong via
Honolulu, Japan ports and Manila on
the 27th ult., and is due here on the
28th inst.

The T. K. K. s.s. Shinyo Maru left
Honolulu for San Francisco on the
1st inst., where she is due on the 7th
inst., and leaves again for Hongkong
on the 19th inst.

CANADIAN MAIL.

The C. P. R. Co.'s s.s. Empress of
Japan left Yokohama for Victoria and
Vancouver, B.C., on Wednesday, the
25th ult., at 6 a.m.

The C. P. R. Co.'s s.s. Empress of
India left Vancouver, B.C., for
Hongkong (via usual ports of Call)
on Thursday, the 26th ult., a.m.

AUSTRALIAN MAIL.

The I. G. M. s.s. Coblentz left
Sydney on Sunday, the 21st ult., at
11 a.m., and may be expected here on
or about Monday, the 14th inst.

The E. and A. s.s. Eastern left
Sydney on the 24th ult., for this port,
via Queensland ports, Port Darwin,
Timor and Manila.

FRENCH MAIL.

The M. M. s.s. Sydney with the
outward French Mail will leave for
Europe on the 8th inst., at 1 p.m.

MERCHANT STEAMERS.

The Barber Line s.s. Wray Castle
sailed from New York on the 18th
July, for Hongkong via the Straits.

The Barber Line s.s. Manchester
Castle sailed from New York on the
25th July, for Hongkong and the Far
East.

The s.s. Egremont Castle sailed from
New York on the 12th ult., for the
Far East.

The s.s. Glenisla passed the Suez
Canal on Tuesday, the 17th ult., for
Hongkong via Straits.

The H. A. L. s.s. Belgavia left
Hankow on the 30th ult., a.m., and
may be expected here on or about the
5th inst., a.m.

The Swedish East Asiatic Co.'s s.s.
Peking left Suez on the 23rd ult., and
is expected to arrive here on or about
the 28th inst.

The s.s. Ischia left Singapore for this
port on Monday, the 30th ult., and
may be expected here on or about the
7th inst.

The A. L. s.s. Koerber left Singapore
for this port on the 23rd ult., and will
arrive here on the 4th inst.

The I. O. S. N. Co.'s s.s. Fooching,
from Guaymas, (Mexico) is due at
Hongkong on the 31st inst.

The I. O. S. N. Co.'s s.s. Chu sang,
from Sourabaya, is due at Hongkong on
the 3rd inst.

The I. O. S. N. Co.'s s.s. Onang,
from Chiuwantao, is due at Hongkong
on the 7th inst.

The Shire Line s.s. Flintshire, from
London is due at Hongkong on the
9th inst. She passed Canal on the
10th ult.

The T. K. K. s.s. Buyo Maru
will leave Hongkong for South America
via Japan ports and Honolulu on the
4th inst.

The T. K. K. s.s. Hongkong Maru
left Manzanillo for Honolulu on the
29th ult., and is expected here on the
19th prox.

The T. K. K. s.s. Kiyo Maru is
at Callao from Salina Cruz on the 3rd
inst., and leaves again for Iquique on
the 7th inst.

The S.S. s.s. Tenyo Maru which
sailed from Hongkong on the 26th
August, was landed at New York on
the 22nd ult., after 4 days and 22
hours after steamer arrived at San
Francisco.

HOTEL LISTS.

HONGKONG.

Allen, C. H.	Kent, Capt. W. E.
Andell, T. A.	Komer, B.
Barbier, A. T.	Hubbs, Dr.
Beaumont, G. A.	Lehman, G. F.
Bell, C. D. J.	Lloyd, G. T.
Bena, G. A.	Mackenzie, A.
Bosher, H.	Madden, J.
Brown-chield, P.	Martinez, Dr. O.
Bryce, Mrs. W.	MacLachlan, Mr. & Mrs. Neil
Buecher, O.	Marker, H. L.
Chase, J. V.	Matheson, Mrs. B.
Chase, Mrs. E. R.	T. & Child.
Chase, P. W.	McKenny Dr. C.
Claxton, A. A.	W.
Cohen, S. K.	Mehta, K. B.
Cooper, W. A. J.	Melcher, I.
Crocker, Miss	Merckel, J.
Curry, G. P.	Mink, D. M.
Davis, C. H.	Minkler, Mr. and Mrs. J. D. F.
Davis, L. A.	Morris, J.
Davis, Mrs. H. C.	Neuboom, Capt.
Daler, O.	and Mrs. F. D.
Deronsier, P.	Orntstein, L.
Oettingen, V.	Palmer, Miss D.
Douglas, Mrs. R. H.	Pieberg, H.
Edwards, Mr. and Mrs. H. C.	Randall, Dr. L. F.
Evans, H. J.	Ray, E. H.
Fablander, E.	Reay, Miss F.
Finlayson, Mrs. C.	Reich, Ohas.
Fisher, B. G.	Rummet, Mr. and Mrs. E. A. S.
Fowler, E. A. S.	Rosenfeld, D. L.
French, Mrs. & child	Ross, Mr. & Mrs. G.
Fuller, Dorman	Sooton, Jas.
Gane, I. N.	Schulke, W.
George, Mr. & Mrs. F. J.	Smith, E. E.
Gordon, A. G.	Solomon, H. H.
Gould, V.	Sutherland, P. D.
Gould, Mr. & Mrs. J.	Square, Miss
Gourgey, I.	Taylor, J. C.
Gratiana, D. M. G.	Vermel, G.
Graham, R. J.	Vollbrecht, E.
Grimshaw, Dr.	Vollbrecht, Mrs. E.
Haffin, Mrs. J. B.	Watkins, H.
Hall, Capt. T. P.	Whitson, D. M.
Hall, W. T.	White, Mr. & Mrs. H. L. H.
Harris, W. C.	Whitman, A.
Holloway, Mr. and Mrs. J.	West, Mr. & Mrs. H. L.
Hoppe, E.	Wood, G. G.
Hough, Dr. S.	Woodbury, Mr. & Mrs. B. B.
Imrie, Capt. R.	Wright, Mr. and Mrs. J. F.
Jackson, Mr. and Mrs. J. F.	Y. A.
Jaffie, W. C.	
Kaloric, Mr. and Young, J. A.	
Mrs. E. S.	

ASIAN HOTELS.

Alonso, F.	Jonnes D.
Arbena, E.	Kent, D. C.
Arnett, Dr. M. M.	Karu, E.
Arnold, J. B.	Kowarsoff, Miss
Arche, W.	Kuhn, A.
B. an, Oliver	Leacost, Comdr.
Birou, L.	Leon, B.
Burdett, H. H.	Lipshitz, V.
Byrne, J. D.	Luna, Dr. J.
Campbell, J.	Monon, Mrs. S.
Chasteau, Lieut.	Nataly, Mr. and Mrs. H.
Chenn, H. V.	Olson, C. G.
Chopard, F. A.	Olson, Mrs. C. G.
Congrave, D. N.	Pera, F. B.
David, J. A.	Rodriguez, J.
Flischer, Jor.	Rust, D.
Frank, E. A.	Scott, J. A.
Gibson, R. B.	Smith, Mr. and Mrs. L. C.
Gill, Mrs. A. W.	Smith, Master L. C.
Gognon, A. E.	Syap, I.
Graham, J.	Torontegui, F.
Greenwood, F.	Wright, H. M.
Harris, J. M.	
Hill, L. L.	
Jacobi, N.	

KING KOWAN.

Anderson, A. D.	May, G. H.
Aron, F.	Meed, Mr. & Mrs.
Bellin, Dr.	McHugh, Mr. and Mrs. F. E.
Brown, Lieut.	Mody, Mr. & Mrs. J. H. N.
Deani, F.	Moile, A.
Donaldson, W. A.	Murray, M. F.
Ehrhardt, Capt. W.	Passmore, Capt.
Lwing	Ramsay, Mrs. R.
Featon, R. F.	Schenk, Mr. and Mrs. A. F.
Forriple, F.	Sibree, Dr. A.
Flitcher, Mrs.	Stewart, Capt.
Gilroy, H.	Swinton, Mr. & Mrs. W. A.
Gill, J. H. E.	Taylor, E. H.
Goldsmith, Mr. and Mrs. H. E.	Walker, Dr.
M. H. E.	Warner, Mr. and Mrs. H. D.
Olimble, Geo.	White, F. W.
Hunter, E.	
Keen, A. E.	
Kemp, Mr. & Mrs.	
A. F.	
Lasala, Capt. and family	
Lumiere, Mr. and Mrs. and child	
Manhof, C. N.	

GRAND HOTEL.

Asbrigg, A.	McLachlan, Mr. & Mrs. Neil
Batcock	Matheson, Mrs. B.
Bond, C.	T. & Child.
Byrne, F. A.	McKenny Dr. C.
Crawson, W.	W.
Elson	Mehta, K. B.
Gabriel	Melcher, I.
Griffith, H. P.	Merckel, J.
Holmes, J. B.	Mink, D. M.
James, Mr. C. A.	Minkler, Mr. and Mrs. J. D. F.
Jessup, H.	Morris, J.
Kel, Mr. & Mrs. W.	Neuboom, Capt. and Mrs. F. D.
King, O.	Orntstein, L.
Knap, F. C.	Palmer, Miss D.
Lorrie, W.	Pieberg, H.

Consignees

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship "Montrou-e" FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns at Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 16th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 1st prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst., at 2.30 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

DODWELL & CO., LTD., Agents.

Hongkong, 2nd Oct., 1912. [720]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "DERFFLINGER,"

having arrived, Consignees of Cargo are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 9th of Oct., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th of Oct., at 9.30 a.m.

All claims must reach us before the 1st of October, 1912, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELOHRS & CO., General Agents.

Hongkong, 2nd Oct. 1912. [77]

"GEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENARY."

FROM ANTWERP, MIDDLESBRO, LONDON & STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst., will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 14th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

JIBB, LIVINGSTON & CO., Agents.

Hongkong, 1st Oct., 1912. [710]

INDO-CHINA STEAM NAVIGATION CO., LTD.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship "KUMSANG"

having arrived from the above Ports Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo Impeding the discharge or remaining on board after Noon, the 1st Oct., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by

JARDINE, MATTHEWSON & CO., LTD., General Managers.

Hongkong, 4th Oct. 1912. [708]

Consignees

FROM EUROPE.

THE H. A. L. Steamship

"ARODIA."

Captain Karberg, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Underwriter.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within 10 days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd prox., will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 2nd prox., at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:—Ex s.s. "Provident Lincoln" from New York.

"Faro" from Seibul.

"Jolo" from Christiaen.

"Frans" from Abu.

"Goto" from Goteborg.

HAMBURG-AMERIKA LINIE

Hongkong 26th Sept. 1912. [712]

TOYO KISEN KAISHA.

S.S. "OHIO MARU."

From SAN FRANCISCO, via HONOLULU JAPAN PORTS.

The above-named steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on TUESDAY, October, 1st at 5 p.m., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No Claims will be recognized after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on FRIDAY, 4th prox., afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or godown and examination of same to be held on SATURDAY, 8th prox.

All claims must be filed on or before FRIDAY, 11th prox., otherwise they will not be recognized.

S. MORIMOTO, Agent.

Hongkong, 27th Sept. 1912. [713]

SMART OPIUM SEIZURE ON S.S. TEAN.

The "Cablenews" American

states that when the steamship Tean arrived at Manila from Cebu on the 23rd ult., the custom secret service men learned that there was opium on board the vessel and decided to make an attempt to get it. They set out in a banca at 8.00 p.m. and upon arriving alongside the Tean waved their arms in the air, whispering a few words that sounded something like Chinese, and Lee Eng a wheelman on board the Tean lowered 50 tins of opium through the ash chute. The three secret service men immediately proceeded to board the vessel and arrest Lee Eng. The opium was wrapped up in a bag and weighed a little over 11 kilos. At the present Manila valuation it is worth something over P3,000. Two other men, a Filipino and a Chinese, both prominent in the police records, were arrested as accomplices of Lee Eng and complaints have been filed against them.

Colombo Merchant's Luck.

The winning ticket in a sweep arranged in Calcutta on the St. Leger was held by a Bombay merchant in Colombo, H. A. K. Mohamed, says the "Times of Ceylon." He becomes the lucky possessor of Rs. 133,000, the horse he drew being Tracery. Owing to a leakage from the telegraph department the news was spread that the winning ticket belonged to Mr. H. Morrison of Meera. James Finlay and Co., Mr. Morrison, however, only obtained the ticket for Mohamed, whom he met in business. The latter tried to sell half his ticket, but the only offer he could get from Calcutta was Rs. 2,000, which he refused to accept.

"WATERWITCH" ENQUIRY.

Details and Finding.

The Singapore Marine Court, consisting of Mr. H. W. Firmstone, first magistrate, and Lieutenant Braco of H.M.S. "Prometheus" and Captain E. F. Stovell, and Captain Leidman, have given their decision in the enquiry held as to the sinking of H.M.S. "Waterwitch" by the Colonial yacht "Sea Mew." The result has already been published in our telegram columns and we are now giving further details as furnished able to by the "Free Press."

Mr. F. M. Elliot assisted the Court on behalf of the Attorney General and Mr. C. Everett appeared on behalf of Mr. A. B. Chamberlain, the Commander of the "Sea Mew."

Mr. Elliot recalled Mr. Alexander Scully, the chief engineer of the "Sea Mew," and witness, replying to him, said that if the engines were going slow ahead and the order came full speed astern, it would be advisable but not necessary to open the valve to give it a turning movement over the centre. In the ordinary course if he had been given "slow astern" he would have given her a greater head of steam. The reversing lever and the valve were close together. On this particular occasion, he was sure he opened the valve as well as reversed the engines. "She was just working her way up to the full speed when he got the second ring. He was positive he had his engines at full speed astern. He was standing by the lever and never left it till the telegraph rang 'finished with engines.'"

By the Court:—Because the steam pressure had been reduced to 130 they could not go astern as quickly as they could with a full head of steam, but they were going full speed astern as well as they could under the circumstances. The first order he got was "slow" and the next he expected was "stop." He never got the order "stand by" except on one occasion when it was sent by the chief officer. He was standing at the starting gear when the first order to go astern was received. When he got the second emergency ring to go astern he opened the valve to the fullest extent.

Neither Messrs. Scully nor Thomson desired to call any witnesses.

Mr. Everett then addressed the Court and said the questions before them were long and voluminous, but his client was only concerned chiefly with two of them. Whether the disaster was caused by his wrongful act or negligence and whether he failed to stand by or render assistance. It was really a trial of the Captain of the "Sea Mew" on a charge of negligence. His client in this case was in a worse position than a prisoner in a cage; the whole onus lay on his shoulders. He was a compellable witness for the Attorney General supported by a galaxy of Naval and ex-Naval talent.

Machinery in Good Order.

His client's profession was the only one which never pardoned a real mistake and a reflection upon his character would mean the loss of his livelihood. Proceeding, counsel said the machinery was in good order and the blame must lie between the bridge and the engine room. Unless his client was mad or drunk he would not have deliberately rammed the "Waterwitch." He suggested that any blame must be borne by the engine room staff and he was presenting two theories to the Court. One was that the chief engineer did not come into the engine room until the second signal was received to go full speed astern. Two, that he came into the engine room just in time to receive the first signal of full astern, and not knowing of the order "slow ahead" he reversed the engines and did not open steam. The first theory was based on the unsatisfactory evidence of the serang. It seemed curious that if the Captain had felt the engines going full astern he should have rung again for full speed astern, and then dropped his anchor and for a third time given full speed astern. "It was quite possible for the chief engineer to have erred. If the engines had been put full speed astern when one cable from the

"Waterwitch" it would not have been possible for her to have crashed into the "Waterwitch." He suggested that the Naval officers had overestimated the speed at which the "Sea Mew" struck the "Waterwitch." The "Waterwitch" was not in any absolute danger of sinking when she was first struck by the "Sea Mew" and in fact she was in shallower water than where she afterwards sank. Chamberlain thought he was doing the correct and best thing in going ashore to telephone to Tanjong Pagar for assistance, and counsel did not think any serious suggestion would be made that he had deserted a sinking vessel. As to why he did not port or starboard his helm, it was always easy to be wise afterwards. Upon an error of judgment the Court had no power to suspend a certificate.

An Error in Judgment.

The attempt of Chamberlain to three times ring for full speed astern and that he had gone to the engine room and asked if she wouldn't go astern would prove to the Court that he did ring for full speed astern. The most that could be said against Chamberlain was that he had committed an error of judgment in not porting or starboarding and he could only be censured for that. He submitted that the order of full speed astern was not carried out at the time it was given.

Mr. Elliot said he did not propose to deal at very great length with this case because his duty was to put facts before the Court and draw attention to certain facts. When he first came into the Court, having read the statements made, he was of opinion that the blame lay between the Captain and the chief officer of the "Sea Mew." It was necessary to point out to the Court the great change of, should he say front, in the evidence given by Capt. Chamberlain and that of the report he made to the Master Attendant. He (counsel) had tried to examine him fairly. That statement was made four days after the collision and had evidently been drafted, as it had been type-written. In this statement he said that when he first went on the bridge he was two cable lengths off the "Waterwitch" and the "Zweena" a little bit forward of his port beam. In Court he said he was eight cables from the "Waterwitch," and the difference was half a mile. He not only changed his original statement, but there was also a considerable change of front when he was in the witness box. He (counsel) wished to lay stress on two facts which had been elicited. The "Sea Mew" had been taken to the One Ratham Bunk Light and into the Malacca harbour by the chief officer on the grounds that it was the Captain's watch below. The Captain did not know what her revolutions were at full speed—that was an impossible state of things. It was impossible to work a ship with efficiency unless he knew that. The Captain's first report showed that there was not time to put the engines astern. There was no doubt that the evidence of the natives was very unsatisfactory but there was always trouble with the interpretation. Counsel submitted that the reason of the repetition of the order of full speed astern was that Chamberlain found himself too close to the "Waterwitch" and repeated the order, meaning "give her all you can; we need it." The pace at which he struck the "Waterwitch" must have been fairly considerable, by the damage. He submitted that the Captain only, was to blame. As to standing by, it may well have been that Chamberlain did not understand the seriousness of the position and perhaps he thought it was quickest to get assistance from Tanjong Pagar. If Chamberlain had taken the "Waterwitch" in tow he could have towed her a considerable distance to Tanjong Pagar before the "Varunha" arrived. The evidence did not show that Chamberlain had been told the "Waterwitch" was in a sinking condition.

Later Mr. Firmstone read the finding of the Court as follows:—

1. The "Sea Mew" was properly found and equipped and in a seaworthy condition on the 1st September, 1912, previous to the collision with H.M.S. "Waterwitch."

2. Her engines were in good working order.

3. Her steering gear was in

4. She had her proper complement of certificate officers and seamen on board.

5. Captain A. B. Chamberlain was the officer in charge of the navigation at the time of the collision. He had been in charge probably for about five minutes immediately preceding the collision.

6. When nearing her intended place of anchorage having regard to the vessels lying in or near her course, and particularly having regard to the position occupied by H.M.S. "Waterwitch" the "Sea Mew" did not proceed at a safe and proper speed for carrying out the manoeuvre.

7. The collision took place about 390 feet from the north end of mole. The "Sea Mew" ran into the portside of the "Waterwitch" while she was lying at anchor, striking her practically at right angles.

8. The Court is of opinion that the orders telegraphed to the engine-room from the navigating bridge were not carried out with due expedition: the Chief Engineer not getting the usual order "Stop" should have realised that the first ring of the telegraph "full speed astern" was an emergency ring; the court is of opinion that he ought then to have opened the stop valve to its utmost, thus doing all that was possible with the pressure then available.

9. The Court finds that it was possible for the "Sea Mew" with safety to herself to have avoided the collision with H.M.S. "Waterwitch."

10. The collision in the opinion of the Court was caused by the default (1) of the Captain, Mr. Chamberlain, (a) in coming late on the bridge (b) in failing to take the necessary action when he did come on the bridge. (2) of the Chief Officer, Mr. Thomson, (a) in not reducing the speed of the "Sea Mew" before he left the bridge to call the captain, (b) in leaving the bridge in absence of relief in order to call the captain, (3) of the Chief Engineer, Mr. Scully, (a) in not being at his post when in charge of the engine-room, and not even going down to the engine-room immediately after receiving fifteen minutes' notice of approaching the anchorage, (b) in not keeping sufficient pressure of steam to be able to respond to an emergency order.

11. These were negligent acts, primarily in the case of the Captain Mr. Chamberlain, but also in a lesser degree in the case of the Chief Officer Mr. Thomson and the Chief Engineer Mr. Scully.

12. No blame is attributable to H.M.S. "Waterwitch" for the collision.

13. Two lives were lost, but not at the time of the collision.

14. The damage caused by the collision is as follows:—

Vessel's side planking amidships on port side for a length of about seven feet fore and aft, ten feet in depth from deck, cut into and badly damaged, sheer strake plating, upper and lower deck stringer plate and angles steel framing, waterway planks and dock planking broken, bottom sheathing damaged in way of above side planking. Officer's cabin with all the fittings and effects entirely destroyed.

Navigating Bridge, with rails, stanchions, supports and all fittings, galley with all cooking utensils, lockers, and fittings under Navigating Bridge, 2 side houses one on port side and one on starboard side. Bulwark rails, stanchions planking, mountings and fittings on port and starboard sides for a length about 20 feet, all entirely carried away.

Main mast snapped through at deck level and main standing and running rigging all carried away.

The "Waterwitch" eventually sank as a result of the damage caused. Further damage resulted from the immersion:

15. Slight damage was caused to the head gear of the "Sea Mew" above water. No evidence was given to show whether any damage was caused below water.

16. The Court is unable to say that the officer in charge of the "Sea Mew" did not take proper action after the collision, considering all the circumstances. He was asked to render assistance by towing. As to his reasons for not doing so being adequate, the Court is of opinion that he acted for the best according to his judgment. The Court wishes to

(Continued on Page 9.)

SHANGHAI RICE.

The Needs of Peking.

There seems to be matter for congratulation that the bodies in Shanghai most interested have taken steps to safeguard the future food supply. The present situation has been created says the "N. China Daily News," through the abolition of the tribute rice formerly sent from Shanghai to the capital, and while as a consequence Peking finds herself face to face with a possible shortage, it means for Shanghai the prospect of a more fully assured supply than before and perhaps cheaper prices.

Shanghai had formerly to send to Peking 1,000,000 piculs of rice yearly, but the revolution has done away with this, and in its place taxes have been imposed, coming to the same thing as far as the tax-payer is concerned. Within a month or two Peking would be receiving part of this tribute from Shanghai, but this year there is none to go, unless merchants export it as a matter of trade. In anticipation of a shortage arising from the new order of things, the authorities at Peking some time ago notified Shanghai of their probable requirements, and Mr. Ivan Chen, Commissioner for Foreign Affairs, issued a proclamation inviting merchants to export rice to the capital. It was as a result of this proclamation that the Chinese Chambers of Commerce and the Guilds interested took action.

"A Prey to the Speculator."

Bitter experience has taught the people of Shanghai how easy a prey to the speculator their rice market is. Time and again in the past a shortage has been made the subject of a corner by these sharks, and prices have been forced up to prohibitive figures, enough almost to bring starvation to the poor. The Chamber of Commerce and other bodies now wish the Government to sanction a scheme whereby after rice has reached a certain price no export of it to Peking will be allowed. Their idea is that in times of plentiful harvests and cheap rates there will be no objection to exporting the 1,000,000 piculs which were formerly sent as tribute, or even more, but as soon as prices go to about \$2 above the normal all exports will cease. At the meantime the officials of the different bodies are waiting a pronouncement from the Government.

This year, it is believed, there will be no trouble about sending Peking its full supply, and in about two months' time the first is expected to be exported. Of the total to be sent about twenty-five per cent will probably be of the best quality for the consumption of the upper classes and seventy per cent for the lower classes and soldiery.

SERVICE MATTERS.

The Late General Martyr.

The Times contains the following obituary of Major-General J. S. Martyr three of whose grandsons are in Japan.

The death took place recently at Upperwood of Major-General James Smith Martyr, late Indian Army, in his 80th year. At the age of 17 Major-General Martyr obtained a commission in the East India Company's Contingent and proceeded to India with 50 young officers, embarking at Portsmouth in the sailing ship "Stag," reaching Madras three and a half months later. He became an officer in the old "John Company" 15 years before the outbreak of the Indian Mutiny. He was attached to the 5th Madras Native Infantry, his station being at Nagpur, the seat of the Administration of the Central Provinces, and here he served for some 30 years, and was eventually appointed to the command of his regiment. On September 10th, 1879, he retired from the service on full pay, with the honorary rank of major-general. Last month he celebrated the 50th anniversary of his marriage. The general took place at the Crystal Palace District Comtee.

COMMERCIAL.

Singapore Poultry and Dairy

Farm.

The list of applications for shares in the Singapore Poultry and Dairy Farm closed on September 28.

Manilla Oil Quotations.

September 10, 1912.

Standard Oil Company.

Comet Brand P3.15
Cook 3.00
White Rose 3.55
Naptha 5.25
Bolin, Meyer and Co., Ltd.
Dragon Brand P2.90
Rial Brand 2.05
Gasoline "Shell" 5.25
Wise & Co., Ltd.

Singapore Produce.

September 27, 1912.

Gambier buyers \$ 9.00
(Cuba No. 1) unpicked 14.50
Copra, Sundried 11.50
Mixed 11.20
Pepper, Black buyers 20.25
White 5 per cent 34.37
Sago Flour, Sarawak 4.00
Brunei No. 1 nom.
Pearl Sago 5.10
Coffee Bali 33.00
Palemang 10 per cent basis 32.00
Lapioea, small fike 8.75
small pearl 8.30
med. pearl 115.65
Opium, China 8,400
Straits 1,250
Rangoon White 220
Siam No. 1 320
do. No. 2 290
Petroleum—Davos Imp. Brilliant Oil (2 tins) 3.42
Sylvan Arrow Oil (2 tins) 3.11
Fish Brand (2 tins) incase at 3.15
Oil (2 tins) at 3.15
Lamp Glass (2 tins) incase at 3.15
Superfine (2 tins) at 3.00
Lamp Glass (2 tins) incase at 3.05
Dragon (2 tins) at 2.95
Bulk Oil per drum of 4 galls at 2.55
Crude Oil (2 tins) at 2.75

Tin Trust, Limited.

This Company went to allotment on the 22nd of July last and, though no contracts were entered into at the time, the Directors have lost no time in making good use of the money subscribed by the shareholders for the acquisition of tin properties. The option over the prospecting area adjoining the Taiping property of Taka Ltd., which, according to an announcement in the "Financial Times" of the 8th August, produced 11 tons of tin for the month of July, has been exercised, and 800 acres have been selected. The original boring of Mr. R. W. Perry is now being verified by Messrs. Nutter and Pears, Mining Engineers of Ipoh. The purchase consideration for the hydraulic property at Taiping was paid by the Tin Trust in the presence of the two local Directors, Dr. R. M. Conolly and Mr. Cheah Kee Ee; and later Mr. Cheah Kee Ee proceeded to Taiping by the mail to meet Mr. Cecil Pears and take formal possession of the mine as a going concern. The mine was examined and reported on by Mr. R. W. Perry, who has lately gone to Europe.

Rubber Investments and Depreciation.

Mr. W. A. Adissell, presiding recently at the third ordinary general meeting of Rubber Securities (Limited), held in London said that the company's investments stood in the balance sheet at cost, £59,846, and the board had been taken pretty severely to task by certain newspapers for not making any provision for depreciation. He was loth to say anything to justify the non-writing off of depreciation—if they was, real depreciation—they were dealing with an ordinary business concern. What their critics had failed to recognize, however, was the fact that the company was dealing with rubber estates which were not a waiting asset. They were not paying a dividend. The two items in the accounts of premium on shares and reserve amounted together to £15,100, which was equal to 3s. 8d. per share, and if they wrote off the whole of the depreciation on their shares, £5,899, they would still have a balance on the reserve and share premium account of £9,201, which was equal to 15s. 6d. per share. He pointed out that the company's investments were spread over 30 companies, and said that the board were hopeful as to the future.

